

AMCA NATIONALS - RULES



- 1. AMENDMENT TO RULES BINDING WHETHER OR NOT YOU HAVE READ THEM.**
These rules may be amended at any time by AMCA and adequate notice of such change will be deemed to have been given upon publication of any amendment to the Rules on the AMCA web site. Affiliates are bound by these Rules whether or not they have read the Rules.
Affiliates are responsible for familiarizing themselves with the Rules prior to entering any Motor Racing Event as a contestant.

2. INTERPRETATION:

- 2.1** In these Rules, where the context permits, the following terms will have the following meanings unless a contrary intention clearly requires otherwise:

“AMCA” means AMCA NATIONALS PTY> LTD> (89108 786 027);

“AMCA Associate” means any promoter, organizer, or sponsor, of a Motor Racing Event, together with their respective duly authorised agents, employees, racing marshals, referees, scrutineers, and/or officials, in respect of which AMCA has arranged, at the Affiliate’s request, for the Affiliate’s participation as a driver;

“Affiliate” means a driver who has completed an Application Form, which has been accepted by AMCA;

“Affiliation Fee” means the fee payable in each year prescribed by AMCA from time to time together with any insurance stipulated by AMCA or AMCA Associate.

“Application Form” means an application form signed by an Affiliate requesting AMCA to arrange for his/her participation in a Motor Racing Events during any racing season which application has been accepted by AMCA;

“Licence” means a licence issued by Speedway Australia permitting a Affiliate to compete in a Motor Racing Event.

“Misconduct” Means a breach of these rules;

“Motor Racing Event” means a competitive motor vehicle race using Prescribed Motor Vehicles, which is organized by AMCA or AMCA Associates and includes the testing, practice, qualifying, repair and scrutineering of Prescribed Vehicles at such Motor Racing Events;

“Speedway Australia” National Association of Speedway Racing Pty Ltd.

“Prescribed Vehicles” means motor vehicles having the specifications and silhouette detailed in the First Schedule;

“Racing Rules and Protocols” means the Racing Rules set out in the Second Schedule;

“Rules” means these Rules together with the Schedule, as amended by AMCA from time to time;

“Schedules” means the Schedules to these Rules.

- 2.2** In these Rules:

- (a) a word or expression in the singular imports the plural and vice versa;
- (b) words importing a gender include other genders;
- (c) other parts of speech and grammatical forms of a word or phrase defined in these Rules have a corresponding meaning;
- (d) a reference to a statute includes an amendment or re-enactment to that legislation and includes subordinate legislation in force under it;
- (e) A reference to an Affiliate includes an Affiliate’s successors in title, transferees and permitted assigns.

- 3. Eligibility to become an AMCA Affiliate:**
3.1 In order to be eligible to become an AMCA Affiliate, an applicant must:
(a) Complete an Application Form;
(b) be over the age of 18 years;
(c) hold a current drivers licence;
(d) Pay an applicable joining fee and insurance;
(e) if requested by AMCA, undertake a driving test to demonstrate to AMCA’s or to AMCA Associates satisfaction a standard of competence in driving and handling a Prescribed Vehicle in Motor Racing Conditions;
(f) If requested by AMCA, undertake a medical examination to establish your fitness to participate in a Motor Racing Event.
- 3.2** AMCA is not bound to accept any application made to become an AMCA Affiliate. AMCA may in it’s sole and unfettered discretion refuse an application made to become an AMCA Affiliate for any reason whatsoever and will not be bound to assign any reason for such refusal to an applicant.
- 4. Duration of Affiliation - Affiliation Fee not subject to Abatement.**
Upon acceptance of an Application to become an AMCA affiliate, the duration of the affiliation will be one year from the commencement of the racing season, which is 1st July in each calendar year. The full Affiliation Fee is payable irrespective of when an Application Form is accepted by AMCA.
- 5. Obligations of AMCA Affiliates:**
As an AMCA Affiliate you are legally bound to abide by these rules (which include the Racing Rules and Protocols) at any Motor Racing Event in which you participate as an AMCA Affiliate. In addition, you are also obliged to abide by the Motor Racing Rules imposed by an AMCA Associate at a Motor Racing Event. Where there s a conflict in these Rules and rules or directions imposed by an AMCA Associate, these rules will prevail to the extent of any inconsistency.
- 6. Subject to these rules, upon becoming an AMCA affiliate, you will need to send your Speedway Australia licence and insurance application to Speedway Australia in order to permit your participation as a contestant in Motor Racing Events. If, for any reason Speedway Australia rejects your application to participate in any Motor Racing Event, It’s decision is final and you agree to be bound by such decision.**
- 7. Persons Under Your Control and Your Conduct at a Motor Racing Event.**
7.1 Affiliates are legally responsible for the conduct of any mechanic or other person engaged by them as crew at a Motor Racing Event.
7.2 Affiliates indemnify AMCA and AMCA Associates against claim or liability of any nature whatsoever which arises from the acts or omissions of the Affiliate or any crew engaged on the Affiliates behalf at a Motor Racing Event.
7.3 Only Affiliates who are issued with a licence to drive are permitted to participate as contestants in a Motor Racing Event. Licences or Affiliations are not transferable.
7.4 Affiliates must at the request of AMCA or AMCA Associates permit and co-operate in the inspection of motor vehicles prior to any Motor Racing Event.

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- 7.5 Affiliates must at the request of AMCA or AMCA Associates undertake a medical examination prior to any Motor Racing Event and, if the affiliate wishes to participate as a contestant in any race after such medical examination, s/he consents to disclosure to AMCA or AMCA Associate of any report and waives rights of privacy to such medical information. The Affiliate may only maintain privacy of any medical report brought into existence pursuant to this clause, if s/he disqualifies him/herself from such Motor Racing Event.**
- 7.6 Affiliates will be subject to Automatic Disqualification at any Motor Racing Event in either of the following circumstances:**
- 7.6.1 If the Affiliate is in breach of these Rules.**
- 7.6.2 If the Affiliate does not sign a Release in a form required by AMCA which signifies, without limiting the generality of the foregoing, the Affiliate's consent to releasing and indemnifying AMCA, AMCA Associates or AMCA Affiliates from liability for loss and damage which may be suffered by the Affiliate, or persons under the Affiliate's control, as a consequence of his/her participation in any Motor Racing Event.**
- 7.6.3 If the Affiliate wishes to use a motor vehicle which does not accord with the discretion of Prescribed Vehicles in the Motor Racing Event as determined by AMCA or AMCA Associates which determination will be final.**
- 7.6.4 If the Affiliate or any person under the Affiliates control at a Motor Racing Event:**
- (a) Has consumed alcohol in the 24 hours prior to competing in a Motor Sport Event,**
 - (b) Is under the influence of drugs (whether or not they are prescribed),**
 - (c) Is in the possession of alcohol or drugs in the pits or elsewhere at a venue for a Motor Sports Event;**
 - (d) conducts himself/herself in a manner which is abusive or threatening to others or which demonstrates lack of control inconsistent with the discipline required of a participant in a Motor Racing Event;**
 - (e) is in breach of the Racing Rules and Protocols;**
 - (f) if the Affiliate or any person under the control of the Affiliate refuses to leave the pits when requested to do so by AMCA or AMCA Associates;**
 - (g) is not wearing approved specified safety gear;**
 - (h) Is not attired in footwear and overalls which meet basic safety requirements in the pits or elsewhere at a venue for a Motor Racing Event;**
 - (i) for any of the above reasons or any other reason which in the sole and unfettered discretion of AMCA or AMCA Associates poses an unacceptable risk or threat to the safety of the Affiliate or other competing drivers, spectators or participants at Motor Racing Events.**
- 7.7 Any decision made by AMCA or an AMCA Associate pursuant to rule 6 will be final. In making any such decision, neither AMCA nor any AMCA Associate will be required to observe any rules of natural justice, which are expressly excluded from these rules, or any action deemed detrimental to AMCA or AMCA Associate judged solely by the discretion of the AMCA Executive.**
- 7.8 An Affiliate or any person connected to an Affiliate who uses any form of Social Media, Electronic or Computer related method communication, including but not limited to Twitter, Facebook, SMS or Text Messaging, to threaten, harass, abuse, intimidate or defame any other Affiliate, Pit Crew, AMCA Associate or AMCA shall be liable to have their affiliation, or the affiliation of the person to who the person is connected, cancelled for the period of not less than 12 months from the date the relevant finding is made. Proven offences will also carry a minimum 12 month suspension from the sport of Speedway for the first offence. The maximum Penalty is the cancellation of Affiliation with AMCA is Life.**
- 8. SUSPENSION AND TERMINATION.**
- 8.1 If any Affiliate is in breach of these rules, AMCA may, in it's sole discretion, either cancel the Affiliation of any Affiliate, or suspend any Affiliate from participating in any Motor Racing Event or as an Affiliate of AMCA.**
- 9. EXCLUSION OF LIABILITY.**
- No Affiliate or any person claiming through an Affiliate has any claim against AMCA or AMCA Associates for any decision made by them pursuant to rule 6. The Affiliate agrees, on behalf of him/herself, his/her servants, agents, sponsors, or patrons to release and forever discharge, and to indemnify, AMCA and AMCA Affiliates, from and against any claim of damages of any nature whatsoever and howsoever arising from:**
- 9.1 any cancellation of a Motor Racing Event;**
 - 9.2 any disqualification of an Affiliate at a Motor Racing Event, whether or not the decision is made in good faith and whether or not the decision was made based on information which it may subsequently transpire was not correct or inadequate;**
 - 9.3 any suspension of an Affiliate arising from Misconduct.**
 - 9.4 any injury or death suffered by the Affiliate, a spectator, an AMCA Associate or other person in consequence of the Affiliate's participation in a Motor Racing Event;**
 - 9.5 any injury or death suffered by the Affiliate as a consequence of the conduct or control or lack of control of a motor vehicle by another contestant at a Motor Racing Event.**
 - 9.6 Any conduct or misconduct of any person under the control of the Affiliate at any Motor Racing Event.**
 - 9.7 The negligence of any person or breach of these Rules by any other Affiliate, AMCA or AMCA Affiliates.**
- 10. TRADE MARK.**
- Affiliates are permitted to use the AMCA logo and trade mark on clothing, cars, headwear with the prior approval of AMCA. Any use of the AMCA trade marks and logos will inure for the benefit of AMCA.**

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11. GENERAL RACING RULES.

Rules may vary from Track to Track, it is the Affiliates responsibility to make themselves aware of any Track Rules.

12. RACE STARTS.

12.1 Each Affiliate is responsible for knowing his/her starting position and maintaining it until the green flag.

12.2 When the field has formed up the yellow light will be switched off on the final rolling lap, indicating a start is imminent.

12.3 The pole car shall determine the speed of the start but must bring the field to the white line (after turn four) at a constant speed. If a car breaks formation before the green flag and/or light is displayed, an infringement flag maybe shown. A second break of formation by the same car will result in that car being sent to the rear of the field. A car not keeping up may be determined to have broken formation.

12.4 For the purpose of rule 12.3 it is not a precondition to the rear of field penalty being imposed that the offending car was previously shown the Infringement flag.

12.5 The displaying of the yellow flag and/or light on the back straight of the first lap will indicate a no start.

13. RESTARTS

13.1 When a race is stopped for a yellow or red flag incident, it shall be restarted with cars in the order of the last scored lap. Cars are to form a single line and not to race during the yellow period. Officials will correct the starting positions once they have received them from the lap scorers.

13.2 When the starting order is correct, the yellow light will be switched off and yellow flag removed, indicating a start on that lap. The leader shall bring the field at a moderate pace to a cone at the exit of turn four. When this spot is reached the leader may accelerate and upon doing so the remainder of the field may do so also. Any car which overtakes another car before the cone, hit the cone, or passes the cone on the inside will be sent to the rear off the field at the next stoppage in the race or scored in last place if there are no further stoppages.

13.3 If you jump the start you will be put back two positions for every car passed.

13.4 If you are put back for jumping the start and do not comply with the penalty, you will be black flagged and disqualified from that race.

13.5 In any restart, cars are to take up their positions as per the last recorded lap in running order i.e.: lapped cars are to retain their current position in the line up.

14. Race Start Penalties.

14.1 Any car which does not immediately comply with the rear of field penalty shall be disqualified and shown the black flag.

14.2 Any Affiliate who does not immediately comply with the black flag shall be liable to the cancelation of their affiliation by AMCA.

15. RACE RERUNS

If a race is stopped before the last running car has completed the first lap, a complete restart shall be ordered. The Chief Steward may penalise a car if it was considered to be the primary cause of the stoppage.

16. YELLOW FLAG/LIGHT

16.1 If you cause a stoppage, you may be sent to the rear of the field. If you refuse to go to the rear of the field you will be disqualified from that event.

16.2 While under yellow there shall be no working on cars on the race track.

17. RED FLAG/LIGHT

17.1 Cars are to a stop as quickly and safely as possible.

17.2 No car should drive past the accident site if possible.

17.3 Infield Officials may only work on a car, and if unable to fix problem, may order the car to be withdrawn from that race.

17.4 Any car which is worked on during a yellow flag period or red flag stoppage by any person other than a nominated infield official, will be sent to the rear of the field at the restart or disqualified from the event, at the discretion of the Chief Steward.

17.5 An Affiliate must not get out of his/her car which is stopped on the race track or infield without receiving permission from the Chief Steward or Safety Crew. Leaving a car under any circumstances without permission will result in disqualification from that event.

18. FLAT TYRES

Once a car has left the pits to participate in a race no changing of tyres is permitted.

19. CHANGING CARS

19.1 A Affiliate cannot transfer points from one car to another in heat races or qualifying heats.

19.2 No Affiliate will be allowed to switch to another car once a race meeting has commenced.

19.3 Once the pit gate has been closed, no switching of cars will be allowed.

20. STOPPING ON TRACK

20.1 Any car stopping on the track to protest any decision or for any reason other than a mechanical failure or a collision shall be disqualified and shown the black flag.

20.2 Any Affiliate who does not immediately comply with the black flag shall be liable to the cancelation of their affiliation by AMCA.

21. PASSING ON THE INFIELD

21.1 If it is considered you have gained a position by passing on the infield, you will be put back two positions.

21.2 This will apply to each car passed.

21.3 The penalty will be applied at the first opportunity of a race stoppage or at races end.

22. RACE DISTANCE

22.1 Races will be run over the full number of laps nominated before the start of the event.

22.2 A race will only be declared if it is not possible for it to continue, i.e., weather or track conditions, time or noise curfew, or by order of the promotion.

23. LAPPED CARS

Lapped cars must maintain their racing line on the track in all races, when shown the lapping flag (i.e. high or low)

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- 24. FLAG AND LIGHT SIGNALS**
Red flag or light; Stop.
Yellow flag or light; Caution, hold position at reduced speed.
Green flag or light; start
Black flag; Exclusion from race
Black flag with white diagonal stripe; Rule infringement, driver subject to penalty.
White flag or light; Last lap.
Black and White chequer; race completion.
Blue with yellow dot; Lapping flag, hold position and do not impede lapping car.
Yellow with black diagonal stripe; Excessive noise, back off or risk disqualification.
Black with white dot; Mechanical defect, pull infield.
- 25. RACING FINES**
All outstanding fines must be paid before competing at any subsequent race meeting.
- 26. SAFETY PROCEDURES**
- 26.1** All cars must have an approved type safety seat belt equipped with a quick release buckle. Both ends must be fastened to the frame of the car with aircraft quality bolts not less than 3/8 inch diameter. All seat belts should prevent the driver from sliding from side to side under the belt. All seat belts should be installed at a 45 degree angle to drivers hips. Shoulder harnesses coming from behind the driver should go over both shoulders so that he/she will be held securely in the seat.
- 26.2** Approved racing type Helmets are to be used.
- 26.3** All cars are subject to safety inspections at any time by officials.
- 26.4** Each pit crew shall have in it's possession in working order in it's pit during the race program a fire extinguisher with a minimum capacity 2kg. Dry chemical is the most effective type.
- 26.5** No Nitro or other liquid oxygen type fuels of a highly volatile nature such as acetate additives shall be used or added to regular fuel supply at any AMCA Race Meets.
- 26.6** No AMCA Race Meet shall be conducted without the following safety in operation, an emergency vehicle and qualified rescue personnel.
- 26.7** No car in competition without the approved type of roll bars. All cars must be equipped with roll bars of a design and material specified by AMCA Nationals. Consultation with AMCA headquarters regarding minimum standard is advisable.
- 27. RACE PROCEDURE**
- 27.1** The number of cars starting a race event shall be determined by the type of the event, the width, length and condition of the track.
- 27.2** A new Affiliate, regardless of experience, shall start from the rear of the field in all heat races during their first 2 race meetings.
- 27.2.1** It is up to AMCA or an AMCA nominated official shall determine when an Affiliate may go into the race draws.
- 27.2.2** If a Affiliate has not competed for a minimum of 2 years then they will start ROF for their first event back and do so until AMCA and/or an AMCA nominated official is confident with Affiliate, regardless of Affiliates experience.
- 27.3** Starts may be standing, rolling or flying with due notice given to participants before a race.
- 27.4** Each registered car will carry a identification number as assigned by AMCA Nationals head office. It shall be sufficient in size so as to be readily identified by officials and spectators. It shall be positioned on both sides, and the roof of the automobile, also on the front and rear if possible. The number should be of contrasting colour to the general paint scheme of the car so that it is readable under all conditions of light and speed.
- 27.5** The track operator - promoter and the AMCA officials will be responsible for allowing a late entry to compete. Rejection of entrant at any given time is permissible but all competitors should know pit gate time.
- 27.6** Any driver not ready to compete when called may be sent to the rear of the starting line - up or may be changed to a later race, or left out of the balance of the day's program on discretion of the official in charge.
- 27.7** Once a race is started on a preliminary line up lap, disposition of cars not in position shall be at the discretion of officials.
- 27.8** A race may be stopped at the discretion of starters or other officials at any time they consider it dangerous to continue, but only an official has the right to stop a race and no Affiliate, car owner or pit crew member may use the starter's flag for the purpose of signalling to the competitors. The AMCA official holds the right to act on any infraction of AMCA rules regardless of the Chief Stewards decision.
- 27.9** When a race program is halted, management is responsible for payment of prize money only on the events run, provided money is refunded or rain checks are issued. When rain checks or refunds are not made, the track owner - promoter is responsible for the entire amount of the purse, but it need not be paid until such time as the events have been rescheduled on make - up program. Such a condition would apply when more than half the program has been completed. If a make up program is not held then some fait method as to the division of unpaid prize money must be agreed upon between the track owner, promoter, officials and drivers.
- 27.10** No race is official until the officials make the declaration of the final scoring of positions in all events.
- 27.11** No car is to receive assistance after the white flag is displayed and all finishes must be made under the cars own power or momentum.
- 27.12** All registered cars will carry the official AMCA emblem on the body of the car.
- 27.13** A dead heat may or may not be re - run at the discretion of AMCA Officials. If a dead heat is not re - run the prize money and points for both positions under contention shall be divided equally by the participants.
- 27.14** No person shall be allowed on the track during a race except for the starter, his official assistant track official and/or AMCA Officials.
- 27.15** Outside assistance on the racetrack may only be given by an official.

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27.16 Any Affiliate who's car rolls during a race meeting will not be allowed to continue to race that vehicle again at that event. Vehicle must be re daylighted before competing again at any other venue.

28. PROTESTS

28.1 All protests must be made in accordance with the Speedway Australia Rule Book. Annexure - E rule 7.8 part C.

28.2 A protest will not affect the outcome of any event. The decision of AMCA as to the outcome of any Protest will be final.

28.3 No protest will be entertained after prize money has been paid.

29 CAR NUMBERS

29.1 CAR NUMBERS - If a car is not fully registered with AMCA Nationals, a fee of \$100 is payable to AMCA to reserve the number for each race season in which the number is not used, otherwise the number will be forfeited.

29.2 Each registered car will carry a identification number as assigned by AMCA Nationals head office.

30 POINT SCORES

30.1 The only point score system permissible is the official AMCA Point Score System, unless given sanction by AMCA to use an alternative system.

30.2 Each State that runs a Country Cup Series will collect points from each of those rounds competed at.

30.3 Each State that runs a Action Series will collect points from each round competed at within that State. Points collected from each States State Title and the National Title will also be included in the Action Series point score.

30.4 Each State will have a top Overall Point Scorer which will be made up of points collected from the Country Cup Series, Action Series and any other State Title that a competitor has accumulated during that current season.

30.5 To collect point, all drivers must great the green flag and complete minimum of 50% of the advertised laps and great the chequered flag under their own power.

30.6 Prize money will only be paid to a affiliate if they can comply with rule 30.5.

31. Tow Money

31.1 All tow money will be paid out by AMCA Nationals Pty Ltd directly deposited to the affiliates nominated bank out supplied to AMCA Nationals.

31.2 Tow money will only be paid out to affiliates once money has be received from the AMCA associate.



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In the Event of any point arising, which is not covered by these rules, the Executive Board of AMCA NATIONALS shall have the power to decide it and any such decision shall be final.

IMPORTANT: Competitive Motor Racing may result in injury and/or death to participants.

These Rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.

CHASSIS MATERIAL:

All components in fabricated chassis, including chassis out riggers and/or sub frames to be constructed from mild steel. Minimum specification as 1163 G.R 2.00

1. Chassis Specification:

- 1.1** Minimum weight - 2350LBS with driver.
- 1.2** Vehicle wheelbase must be no less than 2642mm (104") or more than 2743mm (108").
- 1.3** Vehicle track must not exceed 78"/ 1982mm. As measured from right hand outside of tyre to left hand outside of tyre. Both front and rear.
- 1.4** As a base for chassis construction, all vehicles will use the Holden/Kingswood/Premier/Statesman vehicle models HQ to WB **or the AMCA Nationals fabricated front chassis clip**. No modification is permitted to these components other than areas detailed under suspension relating to the upper control arms, shock absorber and front spring adjustment. May be modified for fitment of radiator.
- 1.5** Minimum width of **HQ—WB** cross member 1320mm measured at the rear of rail.
 - 1.6.1** Roll cage will be constructed from mild steel tubing spec 1163GE 200 minimum, 38mm OD X 3 WTCHS or alternatively minimum 42mm OD x 2.4mm WTCHS GR 350.
 - 1.6.2** Roll Cage must be framed mounted in at least six places.
 - 1.6.3** No brace bars forward or roll cage may be higher than bonnet height and remain under bonnet line.
Roll cage may be no further forward than rear face of engine block.
Front & rear brace bars 34mm OD min.
 - 1.6.4** No high Bars.
 - 1.6.5** Battery must be mounted in a cradle (min 25x25mm angle) and located inside the chassis rail. Battery terminals must be insulated if battery is mounted within 300mm of fuel tank. Battery to be suitably covered with rubber regardless of what type of battery used.
 - 1.6.6** All cars from 2003/2004 must have a diagonal brace from chassis to top of roll cage hoop above drivers head.
 - 1.6.7** The roll cage must be fitted with driver protection bars (NASCAR Type) and be manufactured from the same tubing used for the roll cage. The roll cage must be welded securely to the main 50mm x 50mm x 3mm or 75mm x 50mm x 2.5mm RHS chassis rail (min size). All CHS joints must be correctly notched and welded securely. Incomplete welds, slag inclusion, poor workmanship will not be permitted under any circumstances. A wire mesh screen must be fitted to the roll cage in front of driver, 50mm mesh max 25mm min - wire size 2mm.
 - 1.6.8** Roll Cage Hoops - All cars registered must have as a minimum 1 (one) diagonal bar from the bottom corner of the roll cage hoop and finishing in the opposing top corner behind the drivers head. Diagonal bar dimension must be the same as roll cage tubing. If utilising a crucifix or cross in hoop min tube specs 32mm x 3mm OD minimum.
 - 1.6.9** 1/4 window bar on the driver side mandatory, Minimum spec 25mm OD x 2mm. Mounted inline with the first NASCAR bar vertical or minimum 150mm from front leg of roll cage.
 - 1.6.10** Foot protection bar to be included in chassis.
 - 1.6.11** Chassis to utilize a fuel tank protection bar 50mm past the maximum width of fuel tank and to give protection 25mm below the fuel tank for under slung tanks and 25mm above the fuel tank for top mounted tanks and must be suitably braced to prevent rear intrusion. Fuel protection bars to also incorporate a vertical bar in the middle of bar. (refer diagram)
- 6.12** Horizontal bar to be incorporated in the chassis rail at the very front of the clip.

- 1.7** Steel roof plate 3mm min thickness, aluminium head plate min 5mm thickness. 400 mm wide mounted by 10 of 50mm x 50mm mild steel tabs or 25mm x 3mm mild steel strip welded all around. Plate to be mounted above using 10 x 8mm h/t bolts. Head of bolts downside - 3 each side - 2 front - 2 rear. Roof plate may be replaced with diagonal bar, 32mm x 3mm minimum welded in place from right front to left rear of roll cage above drivers head. Opposite for left hand drive cars. Head plate may be used but must be securely mounted.
 - 1.8** Roll cage padding to be installed to roll cage bar work within 300mm of drivers head forward of the seat.
 - 1.9** **Fabricated AMCA Nationals Front Clip**
 - 1.9.1** AMCA Nationals fabricated front chassis clip is now an option as of July 1st 2018.
 - 1.9.2** The AMCA Nationals front chassis clip is a controlled component and can only be purchased from AMCA Nationals Pty Ltd or a nominated dealer.
 - 1.9.3** The fabricated front clip can be retro - fitted to any existing chassis, N.B Although the chassis is designed to be multi fit, some fabrication may be required for it too fit. (No alterations to fabricated front clip is allowed).
 - 1.9.4** Idler arm, Pitman arm, Drag Link, Stub axles, Steering arms, Tie rods and all ball joints are to be OEM or equivalent to HQ - WB only.
 - 1.9.5** All lower control arms, and caster bars (radius rods) are a controlled component and can only be purchased from AMCA Nationals Pty Ltd or their nominated dealer.
 - 1.9.6** Coil over suspension allowed only. (refer to section 6 for guide lines).
- #### **2. PROTECTIVE BAR WORK.**
- 2.1** Front bumper bars to be parallel with each other not set back. Front bumper to be no wider than 50mm from the outside of the chassis rails.
 - 2.2** Front bumper not to exceed 875mm measured from the centre of the stub axle to the furthest point of the bumper.
 - 2.3** External protective bar work must not exceed the following dimensions:
Note: Side nerf bars are not to protrude past the outside of the tyre wall.

| | | |
|-----------------------|-------------------|------------|
| Front Push Bars | - 34mm x 3mm CHS | Max |
| Side Nerf Bars | - 34mm x 3mm CHS | Max |
| Rear Nerf Bars | - 42mm x 3mm CHS | Max |
| Rear Quarter Nerf Bar | - 34mm x 3 mm CHS | Max |
 - 2.4** Parallel side nerf bars not permitted.
 - 2.5** Rear bumper to give protection at 520mm from ground level and have a maximum of four mounting points at chassis in corner bars. See diagram for suggested design.
 - 2.6** All Vehicles are to run Side, Rear and Front nerf bars. Side nerf bars may be mounted on the inside or outside of the body. Total body width to remain max 1630mm.
 - 2.7** No bar work shall protrude past the front of the chassis rails with the exception of the front bumper.
- #### **3. VEHICLE BODY.**
- 3.1** Vehicle body may be constructed from aluminium, fibreglass and/or mild steel and be made to resemble a sedan or hatchback type of vehicle.
 - 3.2** Roof must retain rounded shape and be made from steel, aluminium or fibreglass may be used. Flat roof panels are not permitted.
 - 3.3** Painted roll bars will not be permitted to substitute for roof pillars. (see diagram for suggested body design)
 - 3.4** It is not permitted to use factory manufactured fibreglass body shell. Interior panelling and decking to windows height is mandatory.
 - 3.5** Engine compartment will remain open. No side panels. Bonnet may have a maximum drop of 100mm at sides. Chassis bar work to remain under bonnet line.
 - 3.6** Side body panels to extend no further forward than 100mm past rear of engine block, maximum body rake 75mm measured at the base of the chassis.
 - 3.7** IMCA / MD3 style nose cones are not permitted in any form or made from any material.



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- 3.8.1** Nose cone not to protrude past the front bumper.
- 3.9** Sail panels must extend to within 75mm of external panel.
- 3.10** Front pillar must extend to within 50mm of rear of bonnet edge and to within 75mm of external side panel.
- 3.11** Roof sail panels to extend to the rear of the rear wheel arch. Rear end of sail not to be secured to rear wing end plates. Sail panel to not extend higher than roof.
- 3.12** Tyres to protrude a minimum of 100mm outside of bodyline of the vehicles right hand side.
- 3.13** Tyre on the left hand side must be visible when sighting from the front to the rear **and protrude past side nerf bars.**
- 3.14** Rake on bonnet 50mm max. Break in bonnet to be between 440mm forward of centre of carburettor to centre line of front axles.
- 3.15** Nose cone must be inside of front wheels. Tyres must be fully visible at all times when steering turned from lock to lock. May have side fin/tip extend 25mm max above nose cone surface.
- 3.15.1** Nose must be mounted in a secure manner and can extend no higher than the front of bonnet.
- 3.16** Bonnet scoop height maximum 125mm, Remainder of bonnet surface to remain flat.
- 3.17** Side skirt if fitted, not to protrude any more than 75mm from door panel and maximum width left to right 1750mm.
- 3.18** Body height measured in racing configuration to be maximum **1080mm**, measured from the ground to top of body.
- 3.19** High density polyurethane may be used on side panels.
- 3.20** Maximum car height **1500mm** measured with 15lb per tyre all round measured from ground to top of roof.
- 3.21** Roof to have no fins, lips above roof surface.
- 4. FIREWALLS.**
- 4.1** Firewalls must be fitted to protect driver from fire, mechanical, fuel and exhaust components that may enter the cockpit.
- 4.2** Firewalls may be aluminium or steel.
- 4.3** Cockpit floor must be a minimum of 3mm aluminium or 1.6mm steel and cover the entire floor area.
- 4.4** Bonnet power bulge to be filled in at rear.
- 5. AERODYNAMICS.**
- 5.1** No aerodynamic aids or devices are permitted anywhere outside or inside the vehicle except for a rear spoiler which may be fitted. **Rear spoiler and blade are to fall within the box measurement at the rear of this rule book i.e 400mm x 250mm and no wider than the body.** Spoiler not to extend beyond rear nerf bar. Air is not permitted to pass under spoiler.
- 6. SUSPENSION.**
- 6.1** The location and design of lower control arms will remain as per OEM.
- 6.2** Upper control arms may be modified or replaced with tubular type to facilitate adjustment and replacement. May only be constructed from steel or aluminium.
- 6.3** Upper control arm mounting points may be removed.
- 6.4** Both top and bottom ball joints must remain as per OEM or replacement part number. Must be fitted as per OEM in top arm.
- 6.5** Front springs must remain in original location, but springs length and/or rates may be altered. It is permitted to incorporate a simple spring adjustment in front spring location.
- 6.6** Shock absorber type and mount may be altered.
- 6.7** Shock absorbers to mount from lower control arm to Chassis Frame.
- 6.8** Coil over spring and shock absorber units are not permitted **on the rear of the vehicle.**
- 6.9** No adjustable Shockers permitted.
- 6.10** No canter lever systems allowed.
- 6.11** Rear suspension will consist of multi leaf type springs only.
- 6.12** Only one shock absorber per wheel is permitted.
- 6.13** Traction Control devices such as third arm/fifth arm torque control units are not permitted.
- 6.14** An adjustable panard bar may be used to locate rear axle. Panard bar must be straight. Cockpit adjustable panard bars not permitted. Not allowed on Quick change.
- 6.15** Leaf spring mount behind driver to be enclosed at top of mount.
- 6.16** Diff housing must be solidly secured to the rear springs with the use of U bolts only. No other devices allowed.
- 6.17** **A coil over shock unit is now allowed as a option on the front end of the HQ - WB chassis clip and mandatory on the AMCA Nationals fabricated front clip.**
- 6.18** **1 shocker and 1 spring per corner on front end.**
- 6.19** **OEM spring bucket may be altered to allow clearance for coil over unit. (It is recommended to reinforce chassis where altered to strengthen chassis with max 3mm plate.)**
- 7 Shock Absorbers**
- 7.1** One non adjustable, unaltered shock absorber per wheel only All shocks must completely compress at all times.
- 7.2** No external or internal bumpers or stops. No Schrader valves or bladder type valves allowed.
- 7.3** Coil over spring and shocks units are permitted **on the front only.**
- 7.4** Gas shock absorbers are allowed. If using a gas shock absorber it must comply to the following.
- 7.4.1** No Schrader valves, no caps, no bungs, no plugs are permitted.
- 7.4.2** Non adjustable gas shocks absorbers only permitted.
- 7.4.3** Standard plain or threaded body shock absorbers only.
- 7.4.4** No gas pressure adjustments allowed.
- 7.4.5** Oil bleed screw is permitted on a gas shock absorber. Oil bleed screw must be located on the rod guide end of the shock absorber only.
- 8. STEERING.**
- 8.1** Steering must remain as per OEM.
- 8.2** Steering box be mounted in original location and pitman arm, idler arm and drag link remain as OEM.
- 8.3** Power steering is permitted and steering quickeners are recommended.
- 8.4** Spindles and stub axles may not be modified in any manner.
- 8.5** Aluminium steering components are not permitted.
- 8.6** RHD Saginaw steering boxes only permitted for right hand drive cars.
- 8.7** Vehicle may be constructed with left hand drive steering, if vehicle is constructed as a L/H drive vehicle, it is permitted to use a L/H steering box. Mounting of steering box and idler arm must be a mirror image of R/H drive vehicle.
- 8.8** Rack and pinion steering is not permitted.
- 8.9** Centre of the vehicle steering is not permitted.
- 8.10** Welding of steering components not permitted.
- 8.11** HQ - WB steering arms, draglinks, tie rods and ball joints only.
- 8.12** Left hand drag links permitted.
- 9. REAR AXLE AND DIFFERENTIAL HOUSING.**
- 9.1** Rear axle housing may not be altered except to relocate spring saddles and to fit shocker and brake mounts.
- 9.2** It is not permitted to cut, modify, offset differential, weld housing or change axle length in any manner.



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- 9.3** Rear axles and housing must be of GMH or Borg - Warner manufacture and removed from a sedan, station wagon or utility type vehicle only unless using quick-change rear end. Please refer to section 24 of specie book for further specifications on quick change.
- 9.4** Diff ratios must be GMH or Borg - Warner factory ratios.
- 9.5** No machining of internal differential components or housing.
- 9.6** The only machining acceptable is for the fitment of wheel studs or for the purpose of changing wheel stud patterns.
- 9.7** Rear diff must be locked by means of either welding, mini spool or full spool, must be made of steel only.
- 9.8** Diff housing must be solidly secured to the rear springs with the use of U bolts only. No other devices allowed.
- 10. BRAKES.**
- 10.1** Operating brakes must be fitted to three wheels, right hand front calliper ONLY may be removed. Must be able to lock all three wheels at time of inspection.
- 10.2** A brake tap may be fitted to delete operation of the right hand front brake.
- 10.3 Front Brakes**
- 10.3.1** The only aftermarket race type brake calliper permitted is a Willwood Brake Calliper.
- 10.3.2** Willwood brake calliper must bolt directly to the OEM HQ - WB front stub axle. Flat washers or spacers are permitted to be used to aid in centralising the calliper to the OEM HQ - WB front brake rotor if required.
- 10.3.3** Adaptor plates or extra brackets are not permitted.
- 10.4 Rear Brakes.**
- 10.4.1** The only after market race type brake calliper permitted on the rear of the car is a Willwood brake calliper.
- 10.4.2** If a competitor chooses to run a Willwood calliper on the rear of the car it must be of the same 3.5 inch lug mount as per the front calliper.
- 10.4** Sports car/ exotic or special vehicle callipers/ discs not permitted.
- 10.5** No drilled, cross drilled or slotted rotors allowed.
- 10.6** Rear callipers to be mounted as per diagram unless using OEM brake calliper mounts.
- 11. WHEELS AND TYRES.**
- 11.1** This class of vehicle will only be allowed one wheel size and one type of tyre.
- 11.2** The wheels will be 15" X 8" steel and the centres will be welded to the rim.
- 11.3** "Bolt in" centres are not permitted.
- 11.4** The only type of tyre permitted is a 84" X 8" X 15" diameter hard compound tyre approved for use by AMCA Nationals.
- 11.5** The tyre will bear the moulded AMCA Nationals logo on the tyre sidewall.
- 11.6** Bead lock's of any description are not permitted.
- 11.7** Recapping, grooving or cutting of tyre tread is not permitted.
- 11.8** Half inch wheel studs to be fitted to all axles and hubs.
- 11.9** It is permissible to weld a 8mm max diameter steel ring to the outside edge of the rim. All rims outer edges to be kept free from sharp edges.
- 11.10** If using mud covers, you may use a supporting ring type cover or a minimum 3 mounting plates welded to the rim. Self tappers / tech screws not permitted.
- 11.10.1** Please refer to individual track requirements regarding the mounting of wheel covers.
- 11.11** Mud Covers - 2mm maximum alloy covers or plastic covers and must be secured with dome or flush fasteners only.
- 11.12** Tyres must protrude a minimum of 100mm outside of bodyline on the right hand side of vehicle, Tyres on the left hand side must be visible when sighting from front of vehicle.
- 11.13** Tyres may only be inflated with the use of compressed air only.
- 11.14** The buffing of tyres is allowed. Tyres may only be buffed with the use of a tyre grinding / sanding disc.
- 11.15** The use of any form of tyre softening agents is illegal.
- 12. FUEL AND FUEL TANK.**
- 12.1** The only fuels permitted are pump petrol, AV gas or Methanol fuel. No exotic unleaded fuels allowed.
- 12.2** Performance additives of any kind are not permitted.
- 12.3** Approved race fuel cells permitted and recommended. Maximum capacity 120 litres. Tanks may be constructed from 3mm aluminium or 2mm steel, limited to 70 litres capacity and must be mounted securely in the rear of the vehicle behind the roll cage and the rear fire wall.
- 12.4** Fuel tank to be mounted 250mm minimum distance from inside of rear nerf bar. All Cars built after 1/7/2014 measurement to be 330mm.
- 12.5** Steel jerry cans not permitted.
- 12.6** Electric fuel pumps must have automatic shut off (e.g. LPG safety switch) if engine stops.
- 12.7** Fuel pick ups not to be mounted in bottom of tank.
- 12.8** The use of imported / exotic fuels not permitted.
- 12.9** One way valves in vent line.
- 12.10** All plastic fuel cells are to have a earth wire from the filler neck to the chassis. (as of the 1/11/16)
- 13. ENGINE SPECIFICATIONS.**
- The only engine that can be fitted to this class of vehicle will be the General Motors Holden cast iron V8 known as the "253". No other type or make of engine is permitted. The engine must remain as per General Motors Holden Specifications. The only modifications permitted are the following items:
- 13.1** The standard 2 - barrel carburettor may be replaced by a Holley 350 or 500 cfm two barrel carburettor. The choke housing must remain. The use of after market metering blocks, e.g. those with external main jet adjusters is permissible.
- 13.2** Carburettor - choke housing must remain, venturis not to be reshaped, annular dish chargers not permitted.
- 13.3** Maximum base plate opening 42.8mm. The only other modifications permitted is for the tuning or conversion to methanol.
- 13.4** The carburettor must be fitted with external springs, minimum of 2 and to be anchored in separate locations.
- 13.5** Carburettor adapter and spacer for OEM 253 2 barrel manifolds must not exceed a combined height of 45mm maximum including restrictor plate. (if fitted)
- 13.6** AMCA restrictor plate will be optional as of 1st January 2016. If you wish to still use the restrictor plate it must not be modified in any manner and must be fitted directly on inlet manifold. (Contact AMCA head office for supply of restrictor plates.)
- 13.7** The camshafts grind may be modified but must remain flat tappet. Lifters can be solid or hydraulic. Adjustable pushrods are permitted.



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- 13.8** Conrods and Crankshafts must be OEM 253, and cannot be lightened other than to accommodate normal balancing procedures. IE no removal of material from main journal centre line to big end crank pin.
- 13.9** Conrods maybe shot peened, resized, side clearance and after market rod bolts permissible.
- 13.10** The oil pump may be modified. Dry sump systems are not permitted.
- 13.11** The sump - oil pan may be modified.
- 13.11.1** All 253 engines are to have a min 15mm inspection hole in top part of the sump above any sump baffles and oil level. Oil drain back fitting acceptable if it meets the requirement. Must also be in a assessable position.
- 13.12** Cylinder heads - No after market heads (e.g. Yella Terra or Brock). Standard OEM 253 cylinder heads only. The ONLY modifications permissible are -
- 13.12.1** Valve springs and retainers may be replaced with stronger type (Maximum outside diameter 33mm). No tapered valve springs permitted.
- 13.12.2** Valves may be renewed with standard after market valves. Oversize stems permissible. Valves may be refaced and back cut.
- (a) Inlet valve part no 1911 or equivalent 1.765 head size.
(b) Exhaust valve part no 1910 or equivalent 1.490 head size
- 13.12.3** Cylinder Head may be modified to assist oil drain back.
- 13.12.4** Cylinder head must remain visually standard.
- 13.12.5** Head gasket face may be machined for compression and inlet face for inlet manifold fitment only. NO match porting.
- 13.12.5** Valve seat faces may be machined.
- 13.12.6** No machining of valve throats deeper than 11mm from the floor of the combustion chamber.
- 13.12.7** Rockers - Only OEM 253 rockers may be used. Lash caps permitted.
- 13.12.8** Cylinder head maybe modified to fit 1/2" (.500") bronze guides and/or fitment of valve stem seals.
- 13.13** Standard distributor may be replaced with an aftermarket HEI type but must remain visually standard and contain ignition module in or on the distributor housing.
- 13.14** High volume mechanical fuel pumps permitted.
- 13.15** Max bore size .060" = 3.690
- 13.16 Inlet Manifold Options :**
As of January 1st 2015 the following Inlet Manifold options will apply to all OEM 253 powered AMCA Nationals.
- 13.16.1** OEM 253 two barrel inlet manifold. Inlet Holes to be no more than 42.80mm AMCA restrictor plate optional.
- 13.16.2** Redline Performance Manifold (#12-114) 4bbl 253/308 manifold with Redline Performance adaptor plate (10-515AMCA). Both items can be purchased directly from Redline Auto Performance in Sydney 02 87238888.
- 13.16.3** Part #10-515AMCA is the only adaptor plate allowed with the Redline Manifold. The use of any other spacer block or adaptor plate is illegal.
- 13.16.4** Both inlet manifolds are to remain as per OEM spec. Gasket surfaces mating to cylinder head may be machined to accommodate cylinder head machining for higher compression. No other modifications or machining is permitted.
- 13.17** Piston to be flat top and no higher than cylinder block.
- 13.18** Cylinder block may be decked and modified in valley to assist oil drain back.
- 13.19** Head stud and main bearing stud kits allowed. No machining or alterations to engine block or bearing caps to accommodate fitment.
- 13.20** Eye browring of pistons permitted.
- THE FOLLOWING ITEMS ARE NOT PERMITTED.**
Porting and polishing, roller rockers, roller cams, roller cranks, high compression pistons, after market connecting rods, aftermarket crankshafts, stroking or de stroking, port matching and electronic management systems of any description, No CDI or DSI ignitions or similar permitted. Any other modifications or parts not listed as permissible under engine specifications.
- 14. ENGINE SETBACK AND OFFSET.**
- 14.1** Engine setback to be measured from centre line of rear axle to the rear face of engine block. Maximum set back 1710mm.
- 14.2** It is permitted to offset the engine to the left of vehicle centre line a maximum 75mm on right hand drive vehicles.
- 14.3** Left hand drive vehicles may offset engine a maximum 50mm to the left side of vehicle.
- 15. EXHAUST.**
- 15.1** The exhaust system may be modified by the use of extractors but must be able to meet 95 DBA noise limits or local EPA/ COUNCIL regulations. Please check with State Rep for this information.
- 16. COOLING SYSTEM.**
- 16.1** Radiator must be mounted in front of engine. Cooling system to have pressure release system fitted. HQ - WB sub frame may be relieved to help facilitate radiator fitment.
- 16.2** Contact AMCA for diagram.
- 16.3** No electric water pumps.
- 17. TRANSMISSIONS.**
- 17.1** The only transmission permissible will be OEM automatics and manual gearboxes as listed below.
- 17.2** Holden 6 CYL or V8 three or four speed,
Ford Borg - Warner three speed.
Ford single rail four speed.
Ford top loader.
- 17.3** Manual transmissions must be clutch operated (with the motor running and vehicles still in position, driver must be able to engage gear and move forward then backward). Internal gears and ratios not to be altered from OEM.
- 17.4** Steel tail shafts only.
- 17.5** Clutch pressure plate to remain as per OEM for 6CYL or V8. Clutch plate (disc) open and may be modified to suit gearbox input shaft.
- 17.6** Automatic transmissions must retain torque converter - bypass transmissions (i.e. tap type operation) are not permitted.
- 17.7** A scatter shield of minimum 3mm steel or 5mm aluminium must be fitted in the area of the drivers feet and lower legs.
- 17.8** Tail shaft loops of a minimum 50mm X 5mm steel or 25mm OD steel tube to be fitted no more than 150mm to rear of front universal joint.
- 17.9** AMCA Nationals spec flywheel available and are recommended, contact AMCA Nationals.
- 17.10.** Holden STD flywheel can be used.
- 17.11.** Holden flywheel may not be drilled or excessively lightened, minimum Holden flywheel weight 15KG.
- 17.12** Driver responsible for the removal of flywheel and clutch for inspection.
- 17.13** No quick change devices allowed.



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18. SAFETY/SEAT/SEAT BELTS.

- 18.1** All safety gear is to meet current SFI or FIA minimum standards.
- 18.2** Approved 1 piece race suit only, minimum standard
- 18.3** Approved fire proof underwear compulsory.
- 18.4** Balaclava to be worn and/or approved helmet skirt.
- 18.5** Approved gloves and footwear to be worn.
- 18.6** Approved helmet only, to meet current AS standards or SNELL standards. Full face helmet mandatory.
- 18.7** You must use either a neck brace or a approved helmet restraint system or both.
- 18.8** Full window net is mandatory. Must be quick release detachable from top.
- 18.9** Minimum SFI 16.1 standard 5 or 6 point restraint are mandatory. If using a Hans device you may use SFI 16.5 restraint. 2 year rule applies to all belts. Restraint systems must use a lever/ latch style buckle and cannot be the plastic camlock buckle.
- 18.10** Only approved type racing harness must be fitted, using a minimum of four major belts and four mounting points, plus one or two anti submarine / crutch straps. (See diagram for correct seat belt installation.)
- 18.11** Seat belt mounting point minimum 3.2mm steel plate and must be gusseted where required.
- 18.12** High back aluminium seats only.
- 18.13** Minimum of four mounting points. Rear of seat to be incorporated in mounting.
- 18.13.1** Minimum 3/8 high tensile bolts.
- 18.13.2** Seat mount washers minimum OD 32mm.
- 18.14** Each pit crew shall have in it's procession in working order in it's pit during a race meeting a fire extinguisher with a minimum capacity of 2KG. Dry chemical is the most effective.
- 18.15** Roof access hatch permissible ref AMCA Nationals for details.
- 18.16** The use of raceciewers where applicable is mandatory.
- 19. SWITCHES AND FUEL TAP.**
- 19.1** All vehicles must be fitted with a battery isolation switch that is within reach of the driver and/or track officials and must be painted in a contrasting colour to vehicle. It must be clearly marked on/off.
- 19.2** Battery location to be marked on external body work with solid blue triangle or contrasting colour 75mm x 75mm.
- 19.3** All interior switches are to be clearly marked as to their purpose and on/off positions will be clearly marked.
- 19.4** Fuel supply tap will be painted in a contrasting colour and be clearly marked on/off.

20. SIGN WRITING.

- 20.1** State Prefix on car numbers to be phased in to the following:
Victoria – V, New Sth Wales – N, Tasmania – T, Queensland – Q,
Northern Territory – NT, Sth Australia – SA,
Western Australia – WA.
Minimum Size for prefix 100mm x 75mm high
- 20.2** Minimum number size 450mm high X 400mm wide.
- 20.2.1** Numbers must be placed on both sides of vehicle and roof.
- 20.3** Drivers name to be clearly visible on roof, minimum height 80mm.
- 20.4** Roof plate numbers may be optional to use when using transponders. Roof plate numbers must be used at all other times.
- 20.4.1** All cars are to carry roof plate numbers with them at all times.

- 20.4.2** Roof plate numbers must have a white number on a black background. Roof plat to measure 310 x 300mm and must have your state prefix on it. E.g. Vic 10 becomes V10.
- 20.5** All cars to be presented in a clean and professional manner.
- 20.6** Any car not presented clean and with clear professional sign writing may be removed from the event.
- 20.7** All sign writing should be a contrasting colour to the general paint scheme of the car so that it is readable under all conditions of light and speed.
- 20.8** Car numbers are to be displayed and clearly visible on the rear of each vehicle, minimum size of number 150mm X 150mm and to carry state prefix as per roof number.
- 20.9** Tail shaft to be painted white or bright yellow with state prefix and car number in contrasting colour.
- 20.10** All lead ballast to be painted white and have car prefix and

21. AMCA NATIONALS reserves the right to inspect any engine at any time.

22. ENGINE PROTEST.

- 22.1** Within 5 minutes after a feature/final has been completed a driver can pay \$500.00 to protest any 253 engine that finishes in the top four positions. The protesting driver will also be subject to a additional fee of \$100.00 per hour per person to cover the costs of the AMCA Official and required expert person to be present for inspection.
- 22.2** Under this test the following may be inspected:
Inlet Manifold and cylinder head removed at which time valve sizes, combustion chambers and inlet & exhaust parts may be inspected. Bore and stroke may also be checked.
- 22.3** The \$500.00 protest fee will be returned to protester if the engine is found to be illegal. If the engine is found to be legal then the \$500.00 protest fee will be paid to the car being protested.
- 22.4** An illegal engine carries a minimum 6 months suspension for car and driver.

CT350 GM Crate Engine.

23.0 In General.

- 23.0.1** These "introductory" CT350 Crate Engine Rules and Specifications may be amended or adjusted as deemed necessary by AMCA Nationals to promote fair competition with the existing GMH 253 Spec Engine.
- 23.0.2** The CT350 GM Performance factory sealed crate engine is eligible for full competition from the beginning of the 2015/16
- 23.1** The only Chevrolet 350 crate engine to be used is the Chevrolet Performance Parts (Formerly known as GM Performance Parts) Part #19258602 or #88958602, also known as the CT350/350 Crate Engine.
- 23.2** The engine must use a maximum rev-limiting chip of 6000RPM.
- 23.3** Rebuilding, balancing, blue printing or any other alterations to the engine in an attempt to gain a performance advantage is NOT PERMITTED.
- 23.4** The engine and all of its components must remain as per OEM as manufactured by GM Performance.
- 23.5** The only distributor permitted is the HEI distributor supplied with the engine from GM Performance Part #1104067. No other distributors allowed.
- 23.5.1** The distributor vacuum and mechanical advance may be made inoperable if desired.



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- 23.6** A MSD D.I.R.T Spec Soft Touch Rev Control Box must be used. The MSD D.I.R.T Spec soft touch rev control box, part number #87286 is the only option allowed. The #87286 soft touch rev control box is specifically made for this engine and plugs directly into the distributor of the engine.
- 23.6.1** MSD Rev control boxes must be mounted under the bonnet in clear view at all times (not enclosed or placed behind the firewall) and easily removed if required. Wiring harness from the control box to be clearly visible and able to be traced easily. Earth wire from control box to be visible and earthed in the engine bay or to the engine. The RPM rev limiting chip must face up or out to the side, be in clear view at all times and be securely fastened (taped in position).
- 23.6.2** The rev control box and the chip must remain in working condition, prior to, during and after all AMCA events / races
- 23.7** A crankshaft belt driver water pump mounted in the stock location must be used. (no electric or other style pumps permitted).
- 23.8** Electric or manual fuel pumps are permitted. Manual pumps are to be of the factory pushrod type, mounted in the stock location. (NO belt driven fuel pumps).
- 23.9** AMCA spec flywheel is the only flywheel permitted for use on this engine. These are available from AMCA Nationals.
- 23.10** AMCA controlled spec clutch is highly recommended and are available from AMCA Nationals.
- 23.10.1** Holden heavy duty 6 Cylinder clutch kit #RPM89 or RPM89-SC are the only other clutch kits permitted. Must remain OEM with no lightening or modifications to clutch permitted. AMCA flywheel is machined to accept this clutch.
- 23.11** Engine fan is compulsory and is to be mounted to the belt driven water pump as per normal practice. Fan shroud is recommended.
- 23.12** The only carburettor permitted on this engine is the Holley 2 Barrel 500CFM carburettor. Please refer to existing AMCA engine rules for carburettor.
- 23.12.1** The only carburettor adaptor plate permitted is the Redline 4bbl to 2bbl adaptor plate #10-515AMCA. (Only available direct from Redline Auto on 02 87238888.) Must remain OEM, modifications are strictly prohibited.
- 23.13** Pump fuel or Methanol are the only fuels permitted.
- 23.14** All engines must have intact and undamaged the factory GM Performance tamper proof bolts in the correct locations. In the case of a repaired engine the AMCA Nationals approved seals must be in place.
- 23.14.1** Any AMCA Nationals engine seal numbers must be recorded in the race cars log book and at AMCA Nationals for identification purposes.
- 23.15** Only one 12 volt battery allowed. Maximum battery voltage must not measure more than 14.4 Volts. Step up transformers or any other devise designed to increase voltage is strictly prohibited.
- 23.16 Exhaust.**
- 23.16.1** 4 into 1 Header pipes (extractors) only. Try - Ys not permitted. Maximum specifications are : 1-3/4 can be a stepped header (e.g.: 1-5/8 to 1-3/4) 3-1/2 collector and 36 inches total length to end of collector.
- 23.16.2** OEM cast exhaust manifolds permitted.
- 23.16.3** Block hugger type headers are permitted.
- 23.17** Any competitor found to have tampered with, damaged or altered in any way the following items:
- Factory sealed bolts or AMCA Nationals engine seals.
 - MSD rev limiter box or chip.
 - GM Performance HEI Distributor.

Other than stated in these rules will be subject to a instant disqualification from all events for that race season, incur a min 12 month suspension and a min \$2000.00 fine. Suspension will not commence until fine has been paid.

24.0 Quick Change Rear End.

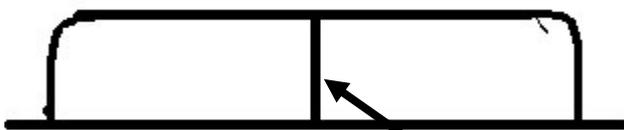
- 24.1** Quick Change Rear End must use steel Tubes. (no alloy, chrome molly etc)
- 24.2** Quick Change Rear End must use a 10" Ring Gear with a steel or Aluminium spool. Full Spool only.
- 24.3** Quick Change Rear End must use minimum 1" wide spur gears and bolt on rear cover. (no lightened gears)
- 24.4** Safety hubs allowed. (floater)
- 24.5** Solid steel axles and pinion shaft only. (no gun drilled shafts)
- 24.6** No torque dividing differentials, scalloped ring gears or cambered rear ends.
- 24.7** One inch inspection hole required in housing.
- 24.8** Any additional components must be steel except for lowering blocks, axle caps, uni joint caps, brake calliper bolt on mounts and one piece drive flange.
- 24.9** Hubs to be Holden or Ford Stud pattern.
- 24.10** No Bird cages or torque control devices permitted.
- 24.11** Steel Brake rotors only. Wilwood rotors may be used on Quick Change Rear End only.
- 25.0 Fabricated Front Clip Repairs.**
Repairs to Fabricated front end are classified into 2 areas:
- 25.1 Minor Repairs:**
- 25.1.1** Any repairs that do not involve the replacing of the side rails, front horns or cross member.
- 25.1.2** Cutting out and replacing front spreader / intrusion bar is permitted by owner / competitor.
- 25.2 Major Repairs:**
- 25.2.1** It is deemed to be a major repair if the side rails, front horns or crossmember need replacing. These items are critical to the ongoing compliance and consistency of the front end. It is illegal to fabricate your own or have these components fabricated for you.
- 25.2.2** To guarantee the consistency and compliance of all controlled fabricated items, these items must be purchased from AMCA Nationals Pty Ltd or their nominated dealer.



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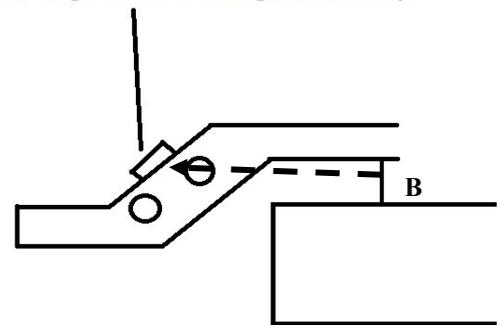
AMCA NATIONALS 253 FLYWHEELS \$280.00
AMCA NATIONALS CT602 FLYWHEELS \$395.00
AMCA NATIONALS CT602 Clutch Kits \$485.00
For all enquiries please contact:
Michael Reidy : 0430 540379
amcanationals@gmail.com

All transponders must be fitted in the designated area shown below.
Transponder Location:
(a) 160mm from short fold in clip.
(b) 565mm measured from centre of front axle to transponder.

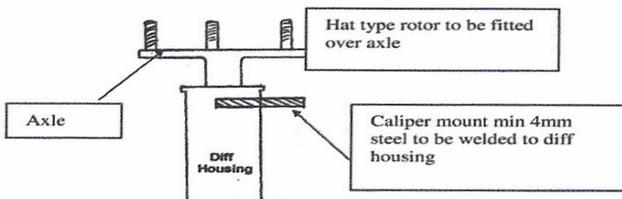


Vertical bar on fuel protection bar.
Top and or Bottom Bars.

Transponder to be mounted to the rear of the chassis clip or inline to this position only.



REAR DISK BRAKE ASSEMBLY

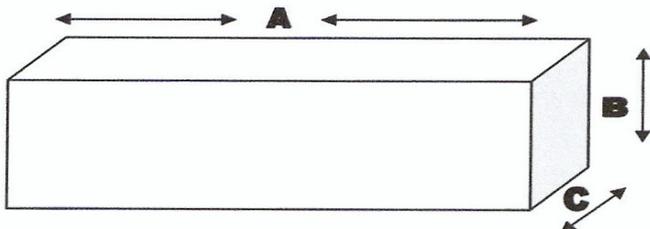


Rear Spoiler specifications:

- A. No wider than body**
- B. Max Height 250mm**
- C, Max Length 400mm**

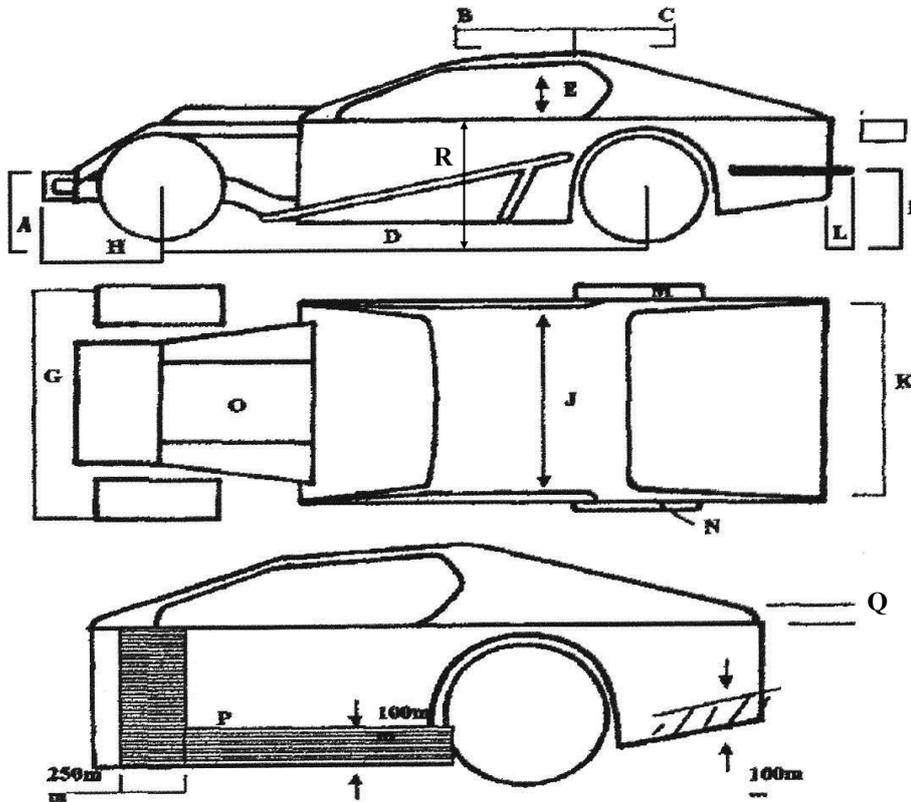
NOTE - Rear spoiler not to extend past nerf bar. Air not permitted to pass under spoiler.

REAR SPOILER TO FIT INSIDE DIMENSIONS SHOWN.
NO EXCEPTIONS



AMCA Nationals - Technical Rules - Specifications

AMCA Nationals – Technical Rules - Specifications



SPECIFICATIONS

| | |
|---|--|
| A | Max Height 720mm |
| B | Max Rake 100mm |
| C | Max 50mm |
| D | Max Wheel Base 2743mm (108") Min 2642mm (104") |
| E | Min Window Height 300mm |
| F | Max Height 620mm to give protection from 520mm |
| G | Max Track 1982mm |
| H | Max Length 875mm |
| I | Max Body Rake 75mm |
| J | Max width 1250mm Min Width 1100mm |
| K | Max Body Width 1630 Min Body Width 1500 |
| L | Max Length 160mm (measured from rear of decking) |
| M | Min tyre 100mm outside of body |
| N | Left Tyre outside of body and side nerf's |
| O | |
| P | Shaded area to be reserved for AMCA sponsor decals |
| Q | Max drop of 50mm |
| R | Max Height 1080mm |