



AMCA Nationals - Technical Rules - Specifications

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. No modification is permitted to this component other than areas detailed under front 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 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 only - 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)
- 1.6.12** 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.

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 775mm measured from the centre of the stub axle to the furthers 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
Side Nerf Bars - 34mm x 3mm CHS
Rear Nerf Bars - 42mm x 3mm CHS
Rear Quarter Nerf Bar - 34mm x 3 mm CHS
- 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.
- 3.4** (see diagram for suggested body design)
- 3.5** It is not permitted to use factory manufactured fibreglass body shell. Interior panelling and decking to windows height is mandatory.
- 3.6** 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.
- 3.7** 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.
- 3.8** IMCA / MD3 style nose cones are not permitted in any form or made from any material.



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- 3.8.1** Front nose cone to not exceed 775mm measured from the centre of the stub axle to the furthest point of the nose cone. **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 rear of rear wheel arch minimum. 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.
- 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 1030mm, measured from the ground to top of body.
- 3.19** High density polyurethane may be used on side panels.
- 3.20** Maximum car height 1450mm 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. Blade size to measure 250mm high maximum and no wider than body at fixing point. Sides no higher than blade, sides no longer than 300mm in length. 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.
- 6.7** Shock absorbers to mount from lower control arm to Chassis Frame.
- 6.8** Coil over spring and shock absorber units are not permitted.
- 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** Coil over spring and shock absorber units are not permitted.
- 6.13** Only one shock absorber per wheel is permitted.
- 6.14** Traction Control devices such as third arm/fifth arm torque control units are not permitted.
- 6.15** 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.
- 6.16** Leaf spring mount behind driver to be enclosed at top of mount.
- 6.17** Diff must be secured to rear springs using u bolts only.
- 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 not permitted.**
- 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.**
- 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 Saginaw 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.
- 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 quickchange rear end. Please refer to section 24 of specie book for further specifications on quick change.



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- 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.
- 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 Caliper.
- 10.3.2** Willwood brake caliper 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 caliper 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 caliper permitted on the rear of the car is a Willwood brake caliper.
- 10.4.2** If a competitor chooses to run a wilwood caliper on the rear of the car it must be of the same 3.5 inch lug mount as per the front caliper.
- 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.
- 11.11** Mud Covers - 2mm maximum alloy covers with dome or flush fasteners.
- 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.
- 12. FUEL AND FUEL TANK.**
- 12.1** The only fuels permitted are pump petrol, AV gas or Methanol fuel.
- 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.
- 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.
- 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 clearanced 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 -



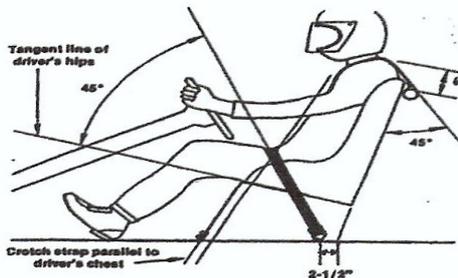
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- 13.12.1** Valve springs and retainers may be replaced with stronger type (Maximum outside diameter 33mm). No tapered valve springs permitted.
- 13.12.2** Valves may be renewed with standard after market valves. Oversize stems permissible. Valves 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.
- 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.
- 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.



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- 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 seat 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 E.G. NSW/VIC etc to be affixed before number, size 100mm X 100mm.
- 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 number affixed.

21 CLAIM RULE.

The engine claim rules have been introduced in an effort to reduce the cost of engines and to discourage, rule bending, fudging and reading between the lines of engine specifications to gain a competitive advantage These rules are binding on all drivers competing in the AMCA NATIONALS national class **running the 253 engine only** and will not be the subject of debate in their interpretation and implementation.

- 21.1** All cars taking part in a claim must have raced at the same venue at least twice. The only exception is the Australian Title, where a driver may claim an engine regardless if they have raced previously at the venue or not.
- 21.2** Claim card must be filled out correctly and fees payable (\$1000.00) for engine claim or (\$500.00) for cylinder head & manifold by Driver at the completion of feature race or final race to a AMCA Official before leaving the track.
- 21.3** Claiming Drivers to supply & pay for engine lift.
- 21.4** Claiming Drivers engine, must under it's own power enter the designated claiming area.
- 21.5** Claiming drivers engine, must have no oil leaks, water leaks, no audible bearing or heavy tappet noise. Must not be overheating and must adequate oil pressure.
- 21.6** The driver of the vehicle is the sole person permitted to make or refuse an engine claim, no exceptions.
- 21.7** Only the driver of the first four finished vehicles of the final or feature race will be subject to an engine/cylinder head & manifold claim. In case of competing claims, the driver finishing farthest back has the option of making the first claim. For any driver to make a claim they must finish on the same lap as the first placegetter.
- 21.8** Only drivers and AMCA Officials will be allowed in the track infield claiming area. Owners - pit crews are not to make contact with their respective drivers. All claims must be made within five minutes of the end of the Final or Feature event.
- 21.9** Only the Driver may claim an engine/cylinder head & manifold or refuse to sell an engine/cylinder head & manifold. First sell or no sell by Driver will be binding.
- 21.10** If a Driver refuses to sell, car and driver will automatically be disqualified for a minimum period of 24 months of racing, they will forfeit all seasons points for National, State and Track point scores. The driver will also return any monies paid to them from the current season.
- 21.11** The last five laps of any feature/final must take place without stoppage before claim may take place.



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- 21.12** The engine/cylinder head & manifold claim will take the form of an engine/cylinder head & manifold exchange between the claiming driver and the driver being claimed, once the claim has been initiated and the claim within the rules laid down and accompanied by the \$1000/\$500 cash claim fee the drivers will complete the engine/cylinder & manifold exchange. The exchange must take place directly after the feature/final event.
- 21.13** The driver making a claim will also be required to make a payment to AMCA of \$100.00 per hour per person to cover the cost's of AMCA Officials and any other Person required to participate in any form of a claim.
- 21.14** Deliberate sabotage or any act or modification that renders a claimed engine/cylinder head & manifold unusable in another AMCA National will result in the offending driver and vehicle being suspended for no less than 12 months and loss of all accumulated points and monies paid.
- 21.15** Any driver making a claim for anyone other than themselves will loose all points and prize money for that season and will be suspended from racing for no less than 90 days.
- 21.16** No driver may make more than 2 engine/cylinder head & manifold claims per season and no driver may claim another one more than once during a racing season.
- 21.17** The engine/cylinder head & manifold claim does not include: flywheel or flex plate, clutch plate, pressure plate, bell housing, headers or exhaust system, starter motor, engine mounts, sending units and switches for oil pressure and water temperature, fans and pulleys, alternator, carburettor, carburettor adaptors, water pump, distributor and plug wires, dip stick, air cleaner, rocker covers & sumps. Only the basic core engine plus manifold may be claimed.
- 21.18** AMCA NATIONALS reserves the right to inspect any engine at any time.
- 21.19** AMCA NATIONALS reserves the right to claim.
- 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 speedway season, (2015 Northern Territory Season.)
- 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.
- 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 and easily removed if required. Wiring harness from the contrl 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.



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23.15 Only one 12 volt battery allowed. Maximum battery voltage must not measure more than 14.3 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 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. Willwood rotors may be used on Quick Change Rear End only.\



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Where a transponder is to be used, it must be fitted in the designated area shown below.

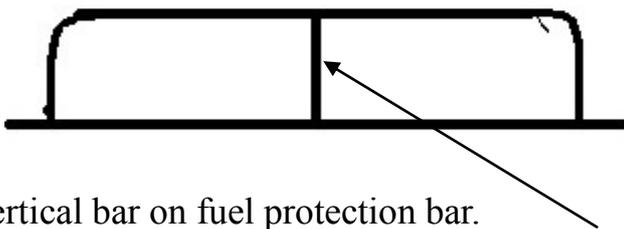
Transponder Location:

(a) 160mm from short fold in clip.

(b) 565mm measured from centre of front axle to transponder.

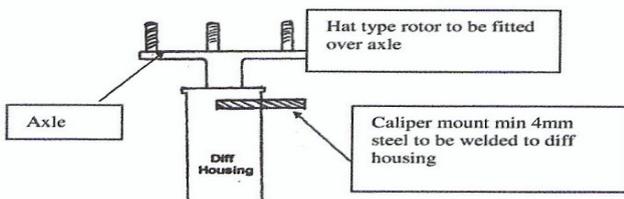
**AMCA NATIONALS 253 FLYWHEELS \$280.00
RESTRICTOR PLATES \$66.00**

**For all enquiries please contact:
Michael Reidy : 0430 540379
office@amcanationals.com.au**



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

REAR DISK BRAKE ASSEMBLY

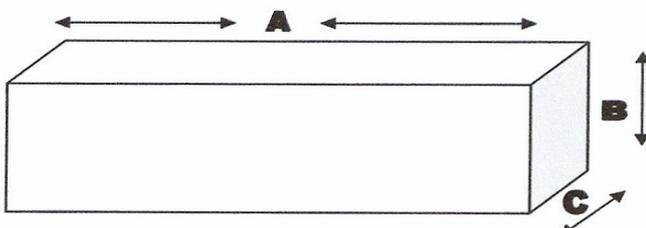


Rear Spoiler specifications:

- A. No wider than body
- B. Max Height 250mm
- C. Max Length 300mm

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

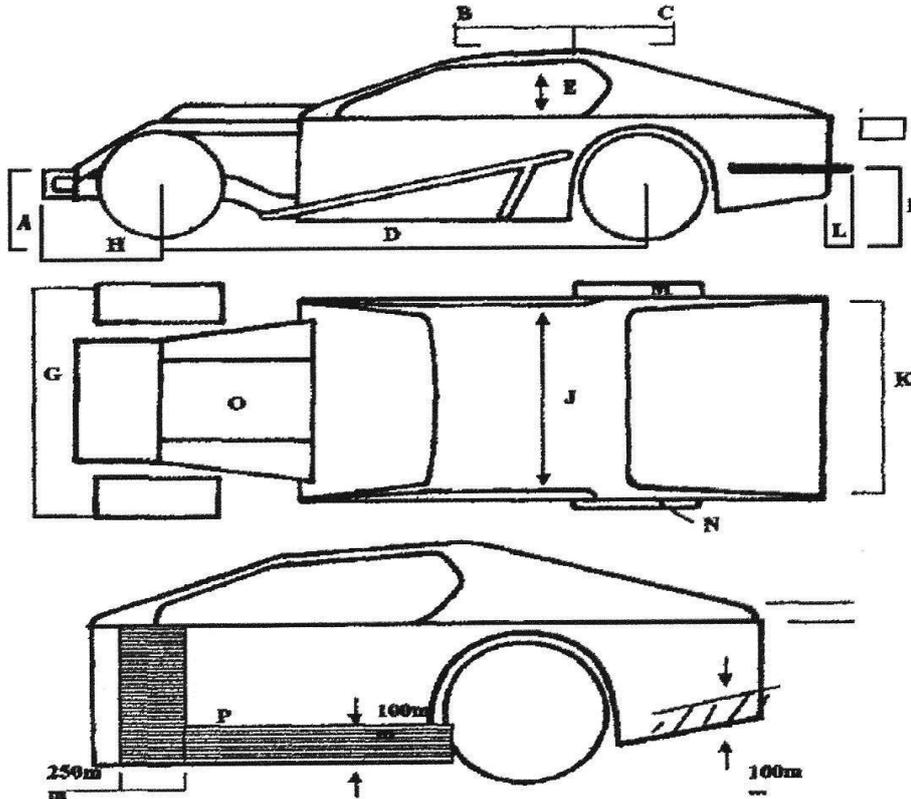
**REAR SPOILER TO FIT INSIDE DIMENSIONS SHOWN.
NO EXCEPTIONS**





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SPECIFICATIONS

A	Max height 720mm	J	Max width 1250mm Min width 1100mm
B	Max rake 100mm	K	Max body width 1630mm Min body width 1500mm
C	Max 50mm	L	Max length 100mm
D	Max wheel base 2743mm (108") Min wheel base 2642mm (104")	M	Min tyre 100mm past body
E	Min window height 300mm both sides	N	Left must be outside body and nerf bar
F	Max height 620mm to give protection at 520mm from ground	O	Rake on Bonnet 50mm Max. Break in Bonnet to be between 440mm forward of centre of Carburettor and centre line of front axles.
G	Max track 1982mm (78")	P	Shaded area reserved to AMCA sponsor decals
H	Max length 775mm	Q	Max 50mm
I	Max body rake 75mm	R	Max height 1030mm