

AMCA NATIONALS



TECH

Issue 6

Welcome to issue 6 of Tech News. Below you will find the new rules for the CT 602 Crate Engine, the Quick Change Diff and the optional brakes. These rules do **NOT** come into effect until the 1/7/2015. We have also made a couple of alterations to the rules which are the location of the rev limiter box and the part number for the manifold adaptor plate.

AMCA Nationals CT#%) GM Crate Engine Rules and Specifications Effective 1/7/2015

In General.

1. These introductory CT350 Crate Engines 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.
2. The CT350 GM Performance factory sealed crate engine is eligible for full competition from the beginning of the 2015/16 speedway season (Northern Territory season).

GM602 (CT350 Crate Engine) Rules.

1. The only Chevrolet 350 crate engine to be used is the Chevrolet Performance Parts (formally known as GM Performance Parts) Part # 19258602 or 88958602 also known as the CT350/350 Crate Engine.
2. The Engine must use a maximum rev limiting chip of 6,000rpm.
3. Rebuilding, balancing, blue printing or any other alteration to the engine, in an attempt to gain a performance advantage in **NOT PERMITTED**.
4. The engine and all its components must remain as per OEM as manufactured by GM Performance.
5. The **ONLY** distributor permitted is the HEI distributor supplied with the engine from GM Performance Part #1104067. No aftermarket performance distributor allowed.
6. A MSD Soft Touch Rev Control Box must be used. The MSD part number #87286 is the only option allowed. The #86286 soft touch rev control box as specifically made for this engine and plugs directly into the distributor of the engine.
7. A crankshaft, belt driven water pump, mounted in the stock location must be used. (No electric or other style pumps permitted).
8. Electric or manual fuel pumps are permitted. Manuel pumps are to be of the factory style, pushrod type, mounted in the stock location.
9. AMCA controlled spec flywheel is the only flywheel permitted to use on this engine. These are available by contacting AMCA Nationals.
10. AMCA controlled spec clutch is highly recommended and are available by contacting AMCA Nationals.
11. Holden heavy duty 6 cylinder clutch kit (Part #RPM89 or RPM89-sc) is the only other clutch kit permitted. Must remain OEM, lightning or modifications to clutch are not permitted. AMCA flywheel is machined to take this clutch.
12. Engine fan is compulsory, mounted to the belt driven water pump as per normal practice. Fan shroud can be used and is recommended.
13. The only carburettor permitted to use on this engine is the Holley 2 Barrel 500CFM carburettor. Please refer to existing AMCA Engine Rules for carburettor.
14. The only carburettor adaptor plate permitted is the Redline 4bbl to 2bbl adaptor plate part no #10-515amca, available from Redline main office in Sydney only. Must remain OEM, any modifications are strictly prohibited.
15. Pump Fuel or Methanol permitted.

16. 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.
17. Any AMCA Engine seal numbers will be recorded in the race cars log book and at AMCA Nationals for identification purposes.
18. MSD Rev control boxes must be mounted under the hood in clear view and easily removed if required. Wiring harness from 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). Maximum chip 6000RPM.
19. The rev control box and the chip must remain in working condition, prior to, during and after all AMCA events/ races.
20. Any competitor found to have tampered with, damaged or altered in any way the following items:
 - * Factory Seal bolts or AMCA cable lock seals (if applicable).
 - * MSD rev limiter box.
 - * GM Performance HEI Distributor.
 Will be subject to instant disqualification from all events for that particular race season, incur a 12 month suspension and a \$2000.00 fine.
21. The distributor vacuum and mechanical advance may be made inoperable if desired.
22. Only one 12 volt battery, maximum battery voltage must not measure more than 14.3 volts. Step up transformers or any other devise designed to increase voltage are strictly prohibited.
23. Exhaust.

Option 1. 4 into 1 Header Pipes (extractors) only. Tri-Ys are not permitted.

4 into 1 maximum specifications are:

1-3/4", can be a stepped header (eg: 1- 5/8 to 1-3/4) 3-1/2 collector and 36 inches total length to end of collector.

Option 2. OEM cast exhaust manifolds permitted.

Option 3. Block hugger type headers are permitted.

AMCA Quick Change Rear End Option

1. Quick Change Rear End to use Steel Tubes. (no Alloy, Crome Molley etc.)
2. Quick Change must use a 10" Ring Gear with aluminium or steel spool. Full Spool Only.
3. Quick Change must use minimum one inch wide spur gears and bolt on rear cover.
4. Safety hubs (floater) allowed.
5. Steel solid axles only.
6. No torque dividing differentials, scalloped ring gears or cambered rear ends.
7. One inch inspection hole required in housing.
8. Any additional components must be steel except for lowering blocks, axle caps, u-joint caps and one piece drive flange.
9. Hubs to be Holden or Ford stud pattern.
10. No bird cages or torque control devices permitted.
11. Steel brake rotors only.
Please be aware that there is to be no lightening of any internal parts eg. Gun drilled.

AMCA Racing Brake Caliper Option

Effective 30/06/2015

Front Brakes:

1. The only aftermarket race type brake calliper permitted is a Willwood Brake Caliper.
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.
3. Adaptor plates or extra brackets are NOT permitted.

Rear Brakes:

1. The only after market race type brake caliper permitted on the rear of the car is a Willwood Brake Caliper.
2. If a competitor chooses to run a Willwood Caliper on the rear of the car it must be of the same type and part number that is used on the front of the car, i.e.: Same Willwood caliper at each wheel.

253 Engine

Effective 30/06/2015

1. All 253 engines being used will require a min 15mm inspection hole in the top of the sump above the sumps baffle and oil level in a accessible area.

Body Work

Just a reminder in regards to the body work on cars:

1. Rear sails are not to be connected to the rear wing of the car.
2. Rear sails are not to go any higher than the roof of the vehicle.
3. Doors are not to go any further forward than 100mm from the rear of the engine block.

Nerf Bars & Tyres

A reminder that all of the vehicles tyres shall protrude past the nerf bars at any time during a race meeting. There is no exception if you change the offset of a wheel to help with the handling of a car and the bar work protrudes past the tyres. If found before a race you may be given time to change the wheel or if found after a race you will be disqualified from that race.