



2014 – REMAX 250 RULES

Last Updated: Aug 24, 2014

2014 rule updates shown in **BOLD-Red and underlined**

NOTICE TO COMPETITORS - There have been additions and updates to this rules package for 2014 and it is solely the competitors responsibility to read the information presented here in order to be informed as well as be in compliance with all aspects of the rules in this document.

1 **BODIES**

1.1 2004-13 ABC Five-Star bodies are to be installed just as specs suggest. That means 47" roof height and 4" body height. ABC bodied cars must run a 6.5" spoiler.

NOTE: for rules regarding their installation please refer to the 2013 A-B-C rule guidelines. Lexan rub rail permitted

Bodies will be standard fiberglass quarter panels, deck lid filler, hood, roof, and fenders. No Carbon Fiber

Manufacturer's identification labels must be visible and not painted over.

Body panels must be mounted as produced. No "pulled in" fenders, doors, quarter panels, etc.

Body air ducts may only allow air into interior NOT exhaust it out.

2003 and older bodies – **SEE APPENDIX "C"**

1.2 **For 2014 the AR Bodies Muscle Car Body will be allowed. This body must be installed as per AR Body specifications and dimensions. See appendix "B" for body chart. These bodies will be closely monitored for any deviations from manufacture dimensions.**

NOTE: There will be 25 lb. weight break for this body package and a 7" spoiler will be allowed.

2 WEIGHTS/TREAD WIDTH

Engine Options (2014 summary)

Option #1: Conventional Engine (steel head): 2800 lb. w/7400 Chip @ 57% Left

Option #2: GM Sealed Crate Engine (w/NBIS-MPST seal): 2750 lb. w/6400 Chip @ 57% Left Side

Option #3: Ford McGunegill MEP 425LM Sealed Crate Engine: 2775 lb. w/6400 Chip @ 57% Left Side

Option #4: Ford D347SR Sealed Crate Engine: 2775 lb. w/6400 Chip @57% Left Side

Option #5: Mopar ASA 75360 MPST Sealed Crate Engine: 2775 lb. w/6400 Chip @ 57% Left Side

Option #6: PASS legal “Crate Engine with Cam Change” (PASS engine option #4) see Appendix C): 2800 lb. w/6400 Chip @ 57% Left Side

Option #7: PASS legal “Crate Engine with NO Changes” (PASS engine option #5): 2775 lb. w/6400 Chip @ 57% Left Side

NOTE: Any competitors wishing to run an engine combination other than those listed above must present their case to the Tech Director before August 29, 2014. Please contact Don Greer by email at: dgreer76@gmail.com

- 2.1 **NOTE: All non "MPST or 660 sealed" crates will be checked post-race in the event the car is a top Finisher or has won lap money. This will be a mandatory requirement for any cars designated to go to tech for engine check and disassembly. Any car that has won lap money but drops out before finish will be required to remain in pits for tech inspection until notified by tech officials of the requirement to come to tech or not.**
- 2.2 There is NO penalty for a dry sump engine (steel head type).
- 2.3 **Conventional Engines** - Cars will have a 7400 (or less) RPM rev limiter are permitted a **Maximum 57% left side weight.**
- Crate Engines** - Cars will have a 6400 (or less) RPM rev limiter are permitted a **Maximum 57% left side weight.**
- 2.4 **Cars must be full of fuel for all heat races and features. Fuel MUST be visible in the fill and/or vent tube.**
- 2.5 **Maximum tread width is 66", minimum is 64". Tread width will be measured at ride height. This may involve pushing front end down to touch 3"ride height block prior to measurement. This procedure will compensate for camber where necessary.**
- 2.6 All ballast must be painted white and the car number must also be painted on it.
- 2.7 No weight – or other material is to be placed lower than the bottom of the frame rails.
- 2.8 See Shock rule for Shock weight break.

3 FRAME

- 3.1 2" x 3" fabricated steel tubing or larger
- 3.2 **RIDE HEIGHT - 3.0" minimum ground clearance with driver IN car. ONE lift by ONE crewmember will be allowed to pass ride height.**
A second attempt will result in disqualification.
- 3.3 Minimum wall thickness of .083"
- 3.4 Minimum wheelbase is 101" on either side. **The left side wheelbase must be +/- 1" of right side.**
Maximum wheelbase is 105" (as per ABC specs).
- 3.5 **50 lbs. per inch short of 101".**

4 ENGINES

CONVENTIONAL ENGINE (Option #1)

Steel headed conventional 2bbl engine must weigh **minimum weight of 2800 lb.** (full of fuel).

- 4.1 360 cu.in. Maximum (measured with volume pump or manually).
- 4.2 10.5:1 maximum compression (10.99 absolute checked with a whistler).
- 4.3 Measurement of whistler will be final.
- 4.4 Cast iron heads and cast iron BLOCK only.
- 4.5 No porting, polishing, blueprinting, acid porting, or reworking of any kind.
- 4.6 Multi angle valve jobs accepted.
- 4.7 Flat tappet camshaft only. **NOTE: Roller camshaft allowed with a 25 lb. penalty**
- 4.8 No mushroom lifters.
- 4.9 No aluminum rods.
- 4.10 Roller rockers allowed.
- 4.11 Must run air breather.
- 4.12 Any 2 or 4 barrel intake allowed.
- 4.13 The bowl and short turn on the intake side, below the valve seat, may be reworked in as far as the head bolt. Bowl blending below the valve seat on the exhaust side is limited to one inch. Port matching allowed in maximum 1/2" "
- 4.14 Gasket matching allowed 1/2" in only on ports.
- 4.15 Bowl blend on intake and exhaust down 1/2" max below the valve seat.
- 4.16 Minimum crankshaft (center) height 10". GM crate engine will carry a 11" crank height minimum.
- 4.17 G.M. 2" setback. Ford and Mopar allowed additional 2" setback from front most cylinder centered with upper ball joint. Engine, not body, determines setback.
- 4.18 No Australian, New Zealand or other exotic heads allowed.

GM SEALED CRATE ENGINE (Option #2)

The GM crate Engine **P/N 88958604** (sealed by 660 or MPST) must weigh a **minimum weight of 2750 lbs.** (full of fuel).

Crate Engine Details:

- Must use Holley 650 carb 4150HP # 80541-1
- Carb will bolt directly to the intake using a maximum .065 gasket only. No spacer plate is allowed
- Carb must pass SPEEDWAY 660 No-Go gauges
- These engines are sealed at the intake manifold, cylinder head, front cover, and oil pan with special twist off bolt heads
- The fuel pump pushrod may be replaced with a COMP CAM P/N 4607
- Original timing cover and harmonic balancer must remain as produced
- Headers must be a 1 5/8" to a 1 3/4" stepped header with a 3" collector
- Maximum RPM limit is 6400.
- Crate engines" will maintain a minimum crank height of 11".

The engine part number is superseded to #19318604, due to the following component changes:

Current Part #	New Parts #	Description
#88958604	#19318604	Circle Track Racing Engine Assembly
#12464298	#19300955*	Fast-Burn Aluminum Cylinder head Assy.*

*Cylinder head assembly #19300955 is identified by the Chevrolet "Bowtie" logo engraved on the end surface of the cylinder head. This replaces the "GM Performance Parts" logo that was formerly used. It is also assembled with Chevrolet Performance "blue" beehive-style valve springs, part # 12625033, using compatible spring retainers, seats and split key locks.

19300952 – Beehive Valve spring Conversion Kit

Contents: 16 - #19301707 valve spring seat
16 - #19301708 valve spring retainer
32 - #19301709 split key locks
16 - #12625033 valve spring (blue)

MCGUNEGILL FORD SPEC/CRATE ENGINE (Option #3)

Ford McGunegill MEP 425LM Engine must weigh a **minimum weight of 2775 lbs.** (full of fuel). These engines are sealed by MEP and will be required to have registered MEP seals on engines to compete at Speedway 660.

- **MEP 425LM is allowed, complete with Holly carburetor model 4150HP# 80541-1.**
- **Carburetor will bolt directly to the intake using a maximum .065" gasket only.**
- **No spacer plate is allowed.**
- **Carburetor must pass Speedway 660 No-Go gauges.**
- **Headers must be 1 5/8" to a 1 3/4" stepped header with a 3" collector.**
- **Maximum RPM is 6400.**

FORD SEALED CRATE ENGINE D347SR (Option #4)

Ford D347SR sealed crate engine with Holley carburetor model 4150HP # 80541-1. Headers must be a 1 5/8" to a 1 3/4" stepped header with a 3" collector. Must weigh a **minimum weight of 2775 lbs.** (full of fuel).

- **D347SR is allowed, complete with Holly carburetor model 4150HP# 80541-1.**
- **Carburetor will bolt directly to the intake using a maximum .065" gasket only.**
- **No spacer plate is allowed.**
- **Carburetor must pass Speedway 660 No-Go gauges.**
- **Headers must be 1 5/8" to a 1 3/4" stepped header with a 3" collector.**
- **Maximum RPM is 6400.**

MOPAR ASA 75360 MPST SEALED CRATE ENGINE (Option #5)

Mopar ASA75360 MPST sealed crate engine (wet sump only permitted) with Holley carburetor model 4150HP #80541-1. Headers must be a 1⁵/₈" to a 1³/₄" stepped header with a 3" collector. Must weigh a **minimum weight of 2775 lbs.** (full of fuel).

- MOPAR ASA75360 sealed "crate engine" (wet sump only permitted)
- Holley Carburetor model 45150HP # 8054-1 is allowed.
- Carburetor will bolt directly to the intake using a maximum .065" gasket only.
- No spacer plate is allowed.
- Carburetor must pass Speedway 660 No-Go gauges.
- Headers must be 1 5/8" to a 1 3/4" stepped header with a 3" collector.
- Maximum RPM is 6400

PASS "Crate Engine with Cam Change crate (PASS option #4) (Speedway 660 Option #6)

PASS legal cam change engine (PASS engine option #4 – see Appendix C) will be permitted to run in 2014 and must weigh a **minimum weight of 2800 lbs. (full of fuel)**

GM Fastburn 385 (P/N 12496769), Fastburn 400 (P/N 88958604), : This is a factory sealed crate engine package, complete from intake manifold, stamped steel valve covers with racing style breathers, and 8 quart dual kick-out circle track racing oil pan. The Fast Burn 400 engine has a 1053 forged steel crankshaft, aluminum heads with 2.00"/1.55" valves, hydraulic roller lifters, HEI distributor, and normal rotation iron water pump included. (400 HP at 5500 RPM - Torque 400 @ 4500 RPM) The base engine is a Fast Burn 350ci 385 horsepower, with the following parts:

P/N 10105123 4 bolt iron block – Must Remain Stock

P/N 14088533 1053 steel crankshaft – Must Remain Stock

P/N 10108688 PM rod – Must Remain Stock

P/N 10159436 High silicon aluminum piston – Must Remain Stock. NO "Eyebrowing" the pistons for clearance

P/N 10185071 Camshaft with hydraulic roller lifters – **The camshaft may be changed (to any roller cam, rocker arm and lifter) Maximum 1.6 ratio rocker.**

P/N 12551483 Stock Valve Spring.

P/N 12625033 Beehive valve spring

P/N 12464298 Aluminum head – Must Remain Stock. You may cut the heads .010 for clean-up. Minimum 60cc.

P/N 12496822 High rise single plane intake manifold, P/N 12366573 Aluminum dual plane (no EGR) or P/N 12496820

Aluminum dual plane (w/ EGR)– Must Remain Stock. Competitors competing with the original Fastburn 385 (intake manifold p/n 12366573 or p/n 12496820) may update to Fastburn 400 (p/n 12496822) if no changes (except for the camshaft, rocker arms and lifters) have been made.

Carburetors: Holley HP series 4-brl 650 (p/n 80541-1 or -2) ONLY (Speedway 660)

P/N 25534354 Oil pan may be replaced with either of the following part #: CV1106LTRB or CTR-102. or 8 quart oil pan or Moroso parts #21319, #21315, and CP106KORB pan is permitted with matching p/u assembly and champ CP106KORB permitted and utilized in factory form without modifications.

PASS “Crate Engine with NO Changes” GM P/N 88958604 Crate engine (PASS option #5) (Speedway 660 Option #7)

PASS legal “Crate Engine with NO Changes” (PASS engine option #5) GM P/N 88958604 crate engines will be permitted to run in 2014 and must weigh a minimum weight of 2775 lbs. (full of fuel).

Fastburn In factory form without modifications 385 (P/N 12496769), Fastburn 400 (P/N 88958604). This is a factory sealed crate engine package, complete from intake manifold, stamped steel valve covers with racing style breathers, and 8 quart dual kick-out circle track racing oil pan. The Fast Burn 400 engine has a 1053 forged steel crankshaft, aluminum heads with 2.00"/1.55" valves, hydraulic roller lifters, HEI distributor, and normal rotation iron water pump included. (400 HP at 5500 RPM - Torque 400 @ 4500 RPM) The base engine is a Fast Burn 350ci 385 horsepower, with the following parts:

P/N 10105123 4 bolt iron block – Must Remain Stock

P/N 14088533 1053 steel crankshaft – Must Remain Stock

P/N 10108688 PM rod – Must Remain Stock

P/N 10159436 High silicon aluminum piston – Must Remain Stock. NO “Eyebrowing” the pistons for clearance

P/N 10185071 Camshaft with hydraulic roller lifters – **The camshaft may NOT be changed.**

P/N 12551483 Stock Valve Spring.

P/N 12625033 Beehive valve spring

P/N 12464298 Aluminum head – Must Remain Stock. You may cut the heads .010 for clean-up. Minimum 60cc.

P/N 12496822 High rise single plane intake manifold, P/N 12366573 Aluminum dual plane (no EGR) or P/N 12496820 Aluminum dual plane (w/ EGR)– Must Remain Stock. Competitors competing with the original Fastburn 385 (intake manifold p/n 12366573 or p/n 12496820) may update to Fastburn 400 (p/n 12496822).

P/N 25534354 Oil pan may be replaced with either of the following part #: CV1106LTRB or CTR-102. or 8 quart oil pan or Moroso parts #21319, #21315, and CP106KORB pan is permitted with matching p/u assembly and champ CP106KORB permitted

and utilized in factory form without modifications.

Harmonic balancer and timing chain may be up graded. Timing to double row chain.

Carburetor: Holley HP series 4-brl 650 (p/n 80541-1 or -2) ONLY (Speedway 660)

NOTE: All crate engines will require a minimum crank height of 11”.

All 2bbl steel head engines will require a crank height of 10”.

5 IGNITION

DISCLAIMER: Speedway 660 adopted an ignition system inventory policy in 2005. It includes inventory of ignition components and rentals of track components when necessary. These are available to visiting teams in the event that the ignition components they have are not verified as legal competition devices as the weekly cars have done. Provision has been made to assist in connection of track components (i.e. MSD boxes) by way of standardized connectors and any other hardware as deemed necessary. Please see Ignition section at the end of these rules. **(Appendix “A”)**
For further assistance please contact Don Greer by email at: dgreer76@gmail.com

NOTE: For the 250 the requirement is that you run a 660 (or MPST) inventoried box **UP ON THE RIGHT SIDE OF THE DASH**, You will have all your wires visible and easily traceable. You will have a 6 pin MSD #8170 with the female terminals (metal) installed in the male connector(plastic) on the car harness end (wired as per the diagram below) and you will have a removable section of tach wire.

ALL MSD BOXES for **NON-CRATE ENGINES WILL HAVE A 7400RPM** CHIP SEALED INTO BOX. **CRATE ENGINE CARS WILL HAVE A 6400 RPM** CHIP SEALED INTO THEIR BOX.

The tach wire leaving terminal B of the (MSD # 8170) connector is to have a removable section of wire (to start no more than 12” from the box) and be a minimum of 8” in length. This 8” section is not to be covered by the convoluted tubing. This 8” of wire will be removed prior to the car taking its first lap of competition and remain that way for the remainder of the event. The HEI distributor tach wire is also to be equipped with the same 8” removable section of straight wire that will be removed prior to competition.

NOTE: The speedway has two boxes that may be rented if required. The cost is \$40 for the event. Harness extensions will also be available to move the box up on right side of the dash if necessary.

No box may be removed from the car without a tech official present (unless it is after the race).

See Appendix “B” for ignition wiring diagrams

6 CARBURETOR

- 6.1 Holley 4412 500 CFM stock carburetor.
- 6.2 Choke horn may be removed with a square cut, no taper or bevel may be cut into the body of the carburetor.
- 6.3 Boosters may not be changed. Size and shape may not be altered. Height must be standard. Venturi area must not be altered in any manner. Casting ring must not be removed.
- 6.4 No polishing, grinding, or drilling holes permitted in the body of the carburetor.
- 6.5 Base plate must not be altered in shape or size.
- 6.6 Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies. Screw ends may be cut even with shafts but screw heads must remain standard.
- 6.7 Throttle shaft must remain standard and must not be thinned or cut in any manner.
- 6.8 Power valves, and jets may be changed.
- 6.9 **Carburetors must pass all SPEEDWAY 660 No-Go gauge tests**

6.10 ALL Crate Engine(s):

- Must use box stock Holley 650 carburetor 4150HP # 80541-1
- Carburetor will bolt directly to the intake using a maximum .065 gasket only. No spacer plate allowed.
- **Carburetor must pass all SPEEDWAY 660 No-Go gauge tests.**

Carburetor inspection will be on a voluntary basis during the 250 pre-race inspection process.

7 WHEELS

- 7.1 Maximum ten inch measured bead set to bead set.
- 7.2 Steel wheels only.
- 7.3 Bleeder valves are permitted.

8 SHOCKS

- 8.1 One per wheel regardless of manufacturer
- 8.2 Sealed steel/aluminum shocks (non rebuildable) and rebuildable shocks will be permitted. **Shocks with External adjusters will be allowed.** There is NO claimer rule on shocks.
- 8.3 Maximum shock gas pressure will be 175psi.
- 8.4 Ride height may be checked regularly immediately after checkered flag.
- 8.5 **Cars with MPST Legal AFCO shocks will be allowed a 50lb total weight break. Note: This weight break is only applicable providing there are no external suspension travel devices in use on the car. No bump stops allowed.**

9 CLUTCH

9.1 Any safe clutch and flywheel may be used.

9.2 Scatter shield mandatory with open clutch.

9.3 **Minimum diameter of clutch discs is 5.5". Magnetic steel plates only (i.e. no carbon fiber)**

10 REAR END

10.1 Maximum 5.88:1 gear. Minimum 5.57:1 gear. (steel head engine)

10.2 **Solid spool or locked rear ends only. Non-functioning locking type rear ends allowed provided they are "locked" and officials can determine that they are locked.**

10.3 Matching white lines are to be painted on each hub that indicate the relationship of one axle to the other. These lines are to be positioned so that they are lined up exactly the same on each side - ie. both lines would run from the 3 to the 9 o'clock position.

10.4 "Front Change" quick change rearends will not be permitted.

11 RADIATOR

11.1 Any radiator (only one permitted and must be ahead of the engine).

11.2 Must use water. No antifreeze.

12 TRANSMISSION

12.1 Any two, three or four speed manual with operating reverse. Gears not to exceed 4 forward gears. Must have at least 2 forward gears and 1 reverse gear in working order.

12.2 Clutchless (Bert type) transmissions are allowed as well as Jericos.

12.3 Must race 1:1 ratio.

12.4 No gear may be closer than 1.23 to 1. (ie 3rd gear in a four speed can't be any closer to 1.00 than 1.23)

12.5 No variable ratio transmissions.

12.6 No 5-speed transmissions.

13 TIRES

- 13.1 Tires for 250 will be HOOSIER Track Tire. Available only from 660 on SPEEDWEEKEND. All tires must be stored at 660 until raceday.
- 13.2 **Up to 8 new tires (max 4 right side tires) may be purchased for the event.** Competitors may also Transfer tires from their 660 or MPST inventory to use in the 250.
- 13.3 There will be no tire draw in 2014. Tire orders will be taken in advance by 660 and MPST.
- 13.4 **TIRE REGISTRATION:** Each team will be permitted to register up to **8 tires** for use during the event. Each tire will have a serial number on it.

No substance of any kind is permitted inside or outside the tires. This will be checked with a “sniffer” type device and manual inspection.

250 TIRE POLICY DETAILS (from competitor information package)

1. No team is permitted to have tire softener in their possession or (anywhere in vehicles) on track grounds.
2. All tires not on the car must remain piled FLAT outside the trailers IN PLAIN VIEW of all other competitors AT ALL TIMES.
3. NEW TIRES : NEW RACE TIRES are ONLY available from 660 (ie no other tires can be registered unless inventoried by 660 or MPST)
4. Up to a maximum of EIGHT NEW 660 RACE TIRES (8) tires (**Max 4 right sides**) may be purchased for this event. Any combination of new and used inventoried tires may be run with a maximum of 8 race tires in your pit.
5. Cars may practice on tires other than their 8 registered tires.
6. No substance of any kind is permitted INSIDE or OUTSIDE the tires. THEY WILL BE CHECKED with a “sniffer” type device and broken down.
7. NO TIRES ARE ALLOWED INSIDE THE TRAILERS AT ALL. YES this means you have to pile ALL your tires regardless of brand outside your trailer both Saturday and Sunday
8. Once a team has qualified on Sunday they must bring all tires other than their 8 race tires to the tire area to be stored until after the 250. All other trailers (non-qualifiers) must be closed and have NO tires outside the trailer.

NOTE: No Blowers or air directional devices to include duct hoses are permitted to be directed at tires in any manner. All Blowers and/or ducting must be directed only to the brake rotors.

14 BRAKES

- 14.1 **Functional four-wheel brakes with a working caliper on each wheel are mandatory. Calipers may be made of steel, cast iron, or aluminum only. Cast iron brake rotors only, they cannot be steel or cast iron faced aluminum. No carbon fiber material is allowed.**
- 14.2 **Wheel mounted cooling fans will be allowed.**

15 NUMBERS

- 15.1 Numbers must be on the roof, readable from the right side of the car, and on both front doors, at least 18 inches high and three inches wide.
- 15.2 Must have a six inch number on the top passenger corner of the windshield, painted white.
- 15.3 All numbers must be dark on a light background, or light on a dark background. No gold, silver, or trick numbers.
- 15.4 The driver will be notified of any numbers deemed difficult to score

16 DRIVE SHAFT

- 16.1 Must be painted white and surrounded by two 1/4" (minimum thickness) safety hoops.

17 EXHAUST

- 17.1 **Mufflers Mandatory:** Max decibel reading of 110 at a distance of thirty feet.
- 17.2 **No stainless steel or carbon fiber headers, mufflers, pipes, etc are permitted.**
- 17.3 Recommended Howe 3002,3005,3006.
- 17.4 Exhaust outlet may be located either down and back under body or exit at right side of body. For side exit the outlet pipe must be mounted securely to the frame and be flush to the body with no sharp edges.

18 FUEL CELL

- 18.1 Maximum 22 U.S. gallons.
- 18.2 Must have at least 8" ground clearance.
- 18.2 **Fuel Cell must be equipped with clear fill and vent hoses. Fuel must be visible before heats and feature.**

19 DRIVER'S COMPARTMENT

- 19.1 All cars must have a safe roll cage, constructed of 1-3/4" o.d., .090 wall steel tubing. The base of the upright members must be solidly welded to the frame.
- 19.2 Cage must be reinforced by side-to-side members.
- 19.3 Four side bars on drivers side are mandatory.
- 19.4 All roll cages must be approved by technical inspector.
- 19.5 All roll bars within drivers reach must be padded.

- 19.6 Approved aluminum racing seat and four point harness properly mounted to the cage is mandatory.
- 19.7 Crotch belt is recommended.
- 19.8 **Belts must be dated no more than two years old. Minimum date code on belts must be 2012**
- 19.9 Minimum belt width of three inches.
- 19.10 All cars must have an approved window net, properly installed in the left front window opening and must have a quick release. No string type nets allowed.
- 19.11 All cars must be equipped with a quick release steering wheel. Center of the wheel must be padded.
- 19.12 Battery must be mounted securely outside of driver's compartment by a non-conductive cover.

20 BUMPER

- 20.1 Maximum 2" diameter pipe or tubing.

21 COMMUNICATIONS

- 21.1 Any team using talking and/or listening devices MUST provide track officials with all their frequencies.
- 21.2 **All frequencies MUST be able to be monitored by track officials.** No scrambling allowed.
- 21.3 **A scanner (monitoring track officials) must be attached to a spotter with direct communications to the driver.**
- 21.4 Any team using talking and/or listening devices MUST provide track officials with all their frequencies. Only 100, 400, and 800 MHZ frequencies allowed. NO 900 MHZ frequencies. All frequencies must be able to be monitored by official's multi-channel scanner with NO modification.
- 21.5 Teams MUST have 2 way communications with driver.

22 DRIVER PROTECTION

- 22.1 **For 2014 the use of head and/or neck restraint system is MANDATORY.**
- 22.2 **Full face helmets MANDATORY.** Snell approved helmets only may be used.
- 22.3 Full fire suit in good condition is mandatory and must be used whenever the car is on the track.
- 22.4 Fireproof shoes and gloves are **MANDATORY.**
- 22.5 An approved fire extinguisher **dated for the current year** must accompany car at all times.

22.6 A full enclosure seat is strongly recommended

22.7 A fire extinguisher of a minimum 5 lb. must be clearly visible in the teams pit area. Extinguisher must display car number on the side.

23 MISCELLANEOUS

23.1 No electronic or manual traction devices.

23.2 No onboard wedge adjustments permitted.

23.3 Any new technology equipment must be approved by 660 before it can be used.

23.4 Track reserves the right to amend any rule with prior (fair) notice to competitors.

23.5 Cars that DO NOT conform to 660 rules will be assessed weight penalties accordingly or will be asked not to compete.

23.6 **No Carbon Fiber or Titanium parts allowed.**

NOTE:

Any cars that do not conform to these rules and wish to compete with a pre-arranged penalty MUST present their case to Speedway 660 in advance of Aug 29th. For clarification of these rules or for any other technical inquiries please contact the Speedway 660 Tech Director (Don Greer) at dgreer76@gmail.com

Speedway 660 reserves the right to confiscate and retain any parts or components that are deemed to be non-conforming to the rules set forth in these pages. The decision of track management will be final.

2014 MSD Raceday Procedures



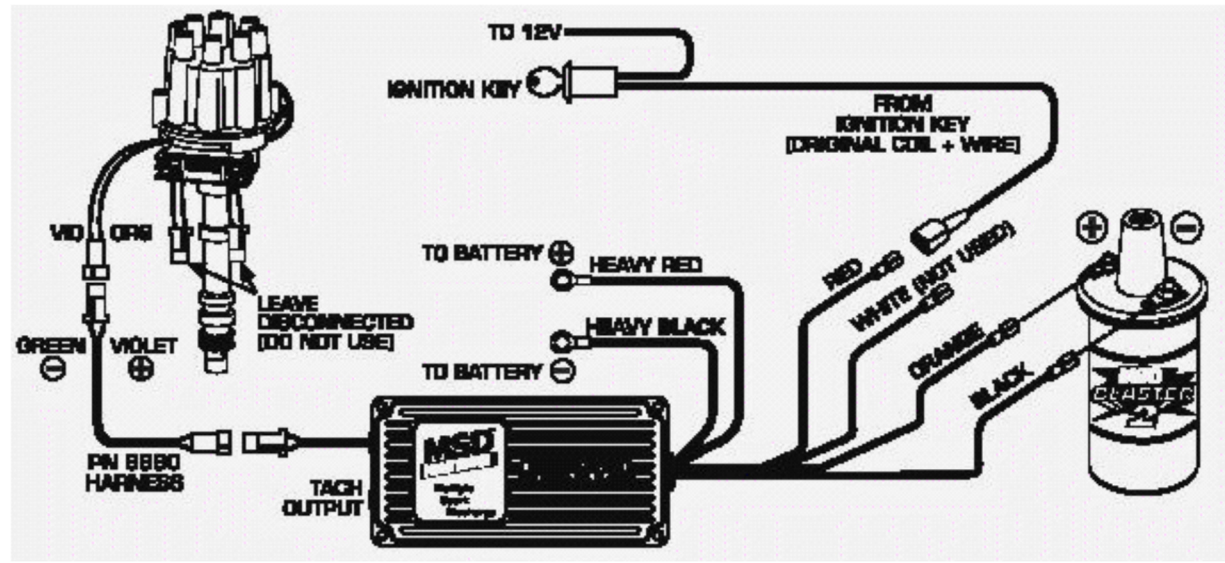
1. Boxes are to be installed in the cars while in the tech shed at the start of the day only.
2. The box is to be installed by the team and MUST then be verified by a Speedway 660 tech official.
3. **Box must be up on dash to right side of car out of drivers reach when buckled in.** If car is wired for box to be mounted under seat you must have a harness to extend your wiring (including power) up behind the seat to the dash. All wiring must be visible and traceable.
4. The connector will be sealed so that the box cannot be removed throughout the day.
5. After the 250 each team not in tech will have 15 minutes to return the box to the tech area.
6. The wire harness will be visually inspected by a Speedway 660 tech official just prior to heats and features to ensure that the tach “disconnect lead” has been removed. The remaining ends of the tach wire MUST be clearly visible and be a MINIMUM of 8” apart.

Boxes may be rented from Speedway 660 for \$40 for the event. Harness extensions will also be available get box up on dash

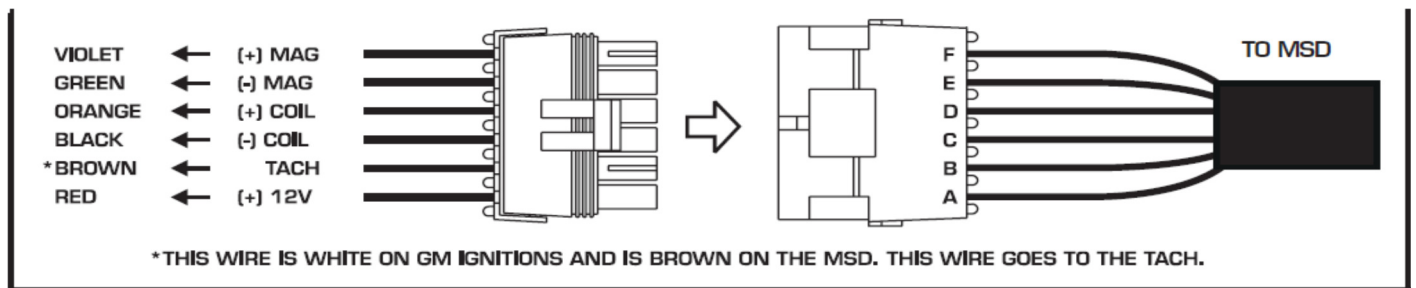
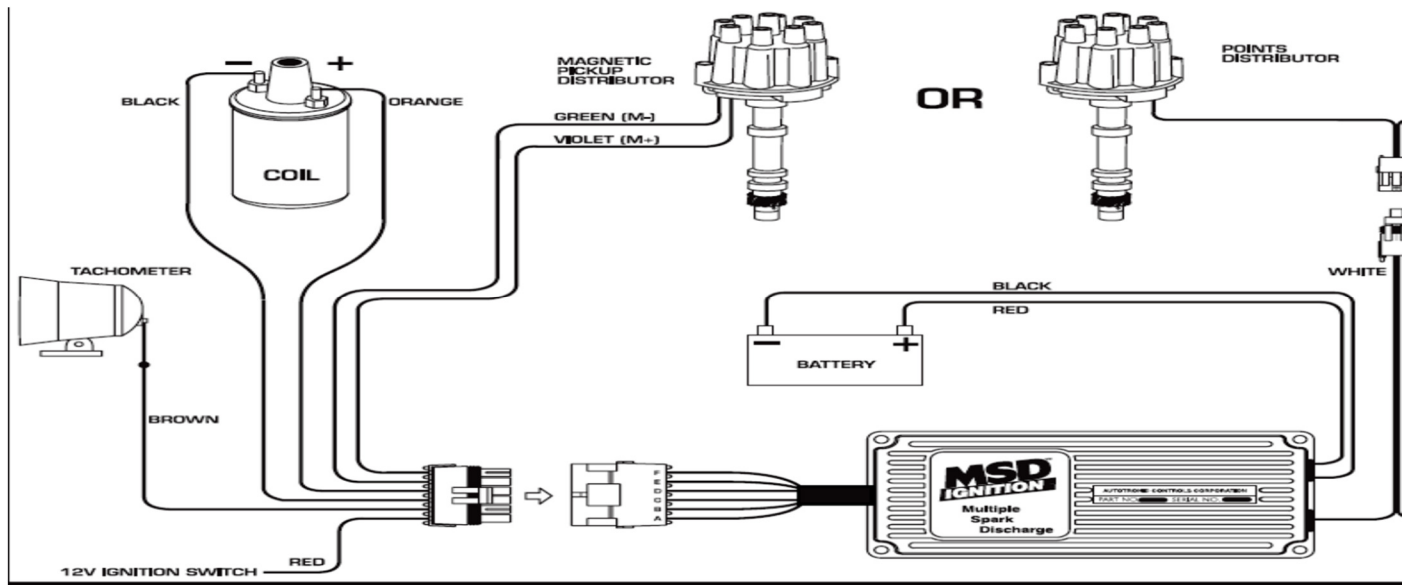
No box may be removed from car without a tech official present (unless it is after the race).

APPENDIX "B" MSD (WIRING DIAGRAM)

MSD 6AL Wiring Diagram



MSD 6ALN Wiring Diagram



APPENDIX “C” – 2003 AND OLDER BODIES

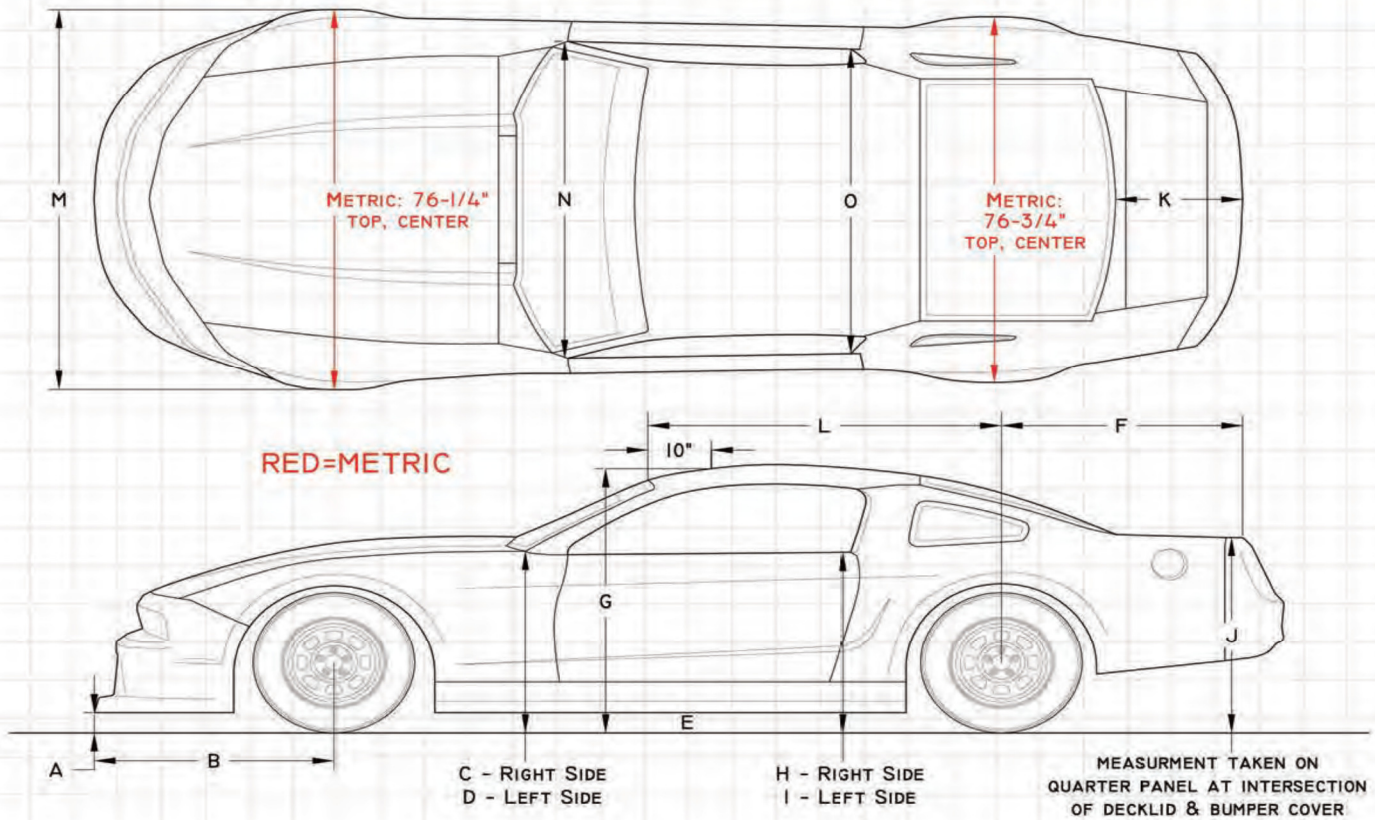
- a. All bodies must be stock appearance, steel, fiberglass or aluminum.
- b. Bodies must be installed to meet ALL FiveStar dimensions and angles.
- c. Bodies must meet FiveStar templates with slight (approx 1/2 -3/4") tolerance at the base of windows.
- d. All vertical measurements will be made with driver out of car.
- e. Roof height must be a minimum of 46". Measured 10" from the top of the windshield on center.
- f. Max deck height will be 34.5" from the ground to the top of deck at base of spoiler (Dimension K)
- g. With the roof height at 46" and the rear deck height at 34 1/2" the gap between the template and the rear deck will be
no more than 3/4 " at the base of the rear window and taper in a straight line to 0 at the spoiler.
- h. Template is expected to fit tight in all other areas.
- i. Nose must fit nose template with hood on and must comply with Dimension A
- j. Rear deck lid must be hinged or made easily removable. This will allow access to fuel cell for safety and inspection.
- k. You are allowed a 6.5" high, 60" wide rear spoiler (measured across front), with no side boxing.
- l. Rocker panel/skirt must run perpendicular to the ground. (I.e. straight up and down)
- m. Hood must be minimum of 15 lb, if weight must be added it must be molded into the hood and centered.
- n. Body and window panels must be braced sufficiently to prevent bowing at speed. Rear window brace MANDATORY.
- o. No cut down fenders or rear bumper covers.
- p. Body MUST have min 3.5" ground clearance at all points.
- q. Must run rear window.
- r. Passenger AND drivers side windows are permitted. They are not to be longer than 18" from the bottom corner of the
"A" pillar rearward. Rear of window must be straight up and not bowed out.
- s. Floor plate must be a minimum of 1/8 inch thick metal
- t. A plate of 16 gauge metal approximately 15" x 30" must be mounted on driver's door between skin and roll cage.

- u. All jack positioners on cars must be positioned flush with or hidden beneath the door skin.
- v. Exterior rub rails will not be permitted.
- w. Roof and window rails (fins) will NOT be permitted.
- z. ARP Monte Carlo (2002-2003) will be allowed to compete but must fit Fivestar roof and nose template and measurements. Also ARP body must run 5" spoiler. If 2003 nose is run car will carry a 25lb penalty
- aa. Any car with right side deck (right quarter panel at B pillar) exceeding 5.0" will carry a 25lb penalty (NOTE: This penalty is included in the downforce weight penalty. Downforce cars will carry the 75lb penalty, not 75lbs +25lbs for right side deck/shelf)
- bb. No Carbon fibre or light weight body panels allowed.
- cc. Roof "X" dimension (a point on A post to opposite outer edge of rear spoiler) shall not exceed 3" difference. Exceeding 3" but less than 6" require a 25lb weight penalty.

DISCLAIMER: The above body rules will be strictly enforced and may require additional modifications if necessary. This will be at the discretion of the tech officials.

APPENDIX "D" – MUSCLE CAR BODIES

Muscle Car Body Dimension Sheet



A.	NOSE HEIGHT (MIN): from ground to bottom of nose	4" 4 1/4"	I.	DOOR HEIGHT: LEFT at rear	33"
B.	FRONT OVERHANG (MAX): on centerline	46 3/4"	J.	QUARTER PANEL HEIGHT: at bumper cover/decklid intersection	35 1/2"
C.	FENDER HEIGHT: RIGHT at front of A-post from ground	32 3/4" 32 1/2"	K.	REAR DECK: at center, from base of spoiler to rear window	21 1/2"
D.	FENDER HEIGHT: LEFT at front of A-post from ground	32 1/2"	L.	FRONT OF ROOF TO CENTER OF REAR AXLE:	56"
E.	SIDE PANEL CLEARANCE (MIN): from ground	4"	M.	BODY WIDTH: at wheel wells	80" 78 1/2"
F.	REAR OVERHANG (MAX): from base of spoiler at centerline to axle center	44 1/2"	N.	DOOR TO DOOR WIDTH: FRONT at "A" post and inside edges of the doors	65 1/4" 66 1/2"
G.	ROOF HEIGHT (MIN): 10" back from windshield, on centerline	48"	O.	DOOR TO DOOR WIDTH: REAR at "B" post and inside edges of the doors	63 1/4" 64 1/2"
H.	DOOR HEIGHT: RIGHT at rear	33 1/4" 33"			

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