

# 2011 Maritime Pro Stock Tour Tech Rules

2011 Rules changes are bold

## 1. GENERAL

1.1 These rules have been written with three goals in mind; promote safety, ensure fair competition and help control costs. No set of rules can encompass all eventualities so there will be times when officials and drivers will have to work together to find an appropriate response to unforeseen developments. The Maritime Pro Stock Tour (MPST) officials reserve the right to amend any rule with prior (fair) notice to competitors. Regardless of all else, MPST officials will be the final authorities in interpretation and application of these rules and the equipment used to enforce these rules.

1.2 Compliance with these rules is expected of all participants in our racing events. When building, setting up, or operating a racecar, participants should always bear in mind that many of the specifications in these rules are minimums, or maximums, not the normal state for racing. As an example: the expected ground clearance of the car would be 4" as per the Five Star specs; the rules however make an allowance for the unexpected suspension setup problem by permitting a ride height as low as 3½" at pre-race tech. This in turn lowers the minimum roof height. Problems arise if the car is set up without considering all aspects of the situation; a car set up with the crankshaft at 10" at 4" ride height and then suspension set up for 3½" will put the engine ½" low. Such a car may have to have its engine mounts adjusted before it could race.

1.3 Tour cars are cars expected to compete in the entire tour and will be fully eligible for bonus money, awards, tow money and the like. These cars must be fully compliant with the rules of the tour. Occasionally, casual cars may be entered for competition, usually at their home track, and are not likely to be eligible for post-season awards. These cars may not fully comply with the tour rules but must be in compliance with the rules of their home track and are expected to declare all differences, from tour rules, in pre-race tech. Not all home track rules may be allowed. Some changes may be required. A casual car entered in a tour meet will be expected to make adjustments to offset any competitive advantage that non-compliance may offer.

1.4 When a car is found to be non-compliant in pre-race tech, efforts must be made to bring it within the rules; if this is not possible and the difference may affect the fairness of competition (in the opinion of officials), the tech staff will propose an offsetting adjustment to eliminate any perceived advantage. These adjustments could be related to the area of non-compliance, and might involve extra weight, aerodynamic changes or weight distribution changes. For example, if a rear deck was too high, modifying the height of the spoiler could be in order. In the case of an engine mounted too low, as discussed in 1.2 above, the lowered centre of gravity could be offset by adjusting left side weight bias. No hard and fast rules can be listed to cover all possible situations but the intent and spirit of the rules will guide all decisions. Adjustments made to tour cars under this rule are good only for that race meet; correction of the problem is expected for the next meet entered. In the case of casual cars (Sec. 1.3) the adjustment may be permitted for subsequent race meets.

1.5 Cars with frequent or multiple compliance problems may be considered evidence of intentional cheating. In that case the competition director could be asked to determine if a penalty is in order.

1.6 Cars found non-compliant post race could be subject to penalties up to and including disqualification.

1.7 Tech inspection centers on the pre-race formal check; however, the car is subject to inspection at any time from the start to finish of a race meet. Although the pre-race check often focuses on a specific theme at each meet to ensure all items get checked in the course of a season, there is no restriction on what is checked on a given car, nor is it required that the same item be checked on every car. The same is true of post race inspections.

2. SAFETY will continue to be our number one priority – i.e. belts, fuel cell, on track. We will be working to ensure safety continues to be a non issue. On track safety improvements are being considered with all current policies under review i.e. fire rescue, staff training. Correct mounting of fuel cell, mounting seat belts

2.1 Safety in the pits and on the track takes precedence over all else.

## 2. SAFETY, continued

2.2 Pit Safety: In the pits, safety will be greatly enhanced by attention to the basics including the wearing of protective clothing and eye wear at appropriate times; fire safety practices and the presence of an extinguisher; proper storage and disposal of flammables, chemicals and wastes; elimination of distractions and horse play and safe working practices such as the use of jack stands.

2.3 Driver protection: Snell (SA) approved helmets only may be used. 2000 or newer full-faced helmets are mandatory - This will be enforced with no exceptions. Full fire suit with a minimum SFI rating of 3.2A/1, in good condition, is mandatory and must be used whenever the car is on the track. Fireproof gloves are mandatory. Fireproof shoes recommended. Tour cars are recommended to have an on board fire system. All entries must at least have a CSA approved fire extinguisher of 5 BC rating, dated for the current year, which accompanies the car at all times. An industry accepted head and neck restraint system is recommended.

2.4 Driver's compartment: 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 and side-to-side members must reinforce the cage. Four sidebars on driver's side are mandatory. A plate of 16 gauge metal approximately 15" x 30" must be mounted on driver's door between door skin and roll cage. Plate may be integrated into the roll cage structure. All roll bars within drivers' helmet area must be padded with high density\_offset hole or SFI approved roll bar padding.

2.5 Seating area/Interior: A complete steel firewall (front and rear), floorboards, and area surrounding the driver are mandatory. Interior metal from right side door must slope (*no shelf*) toward floor sufficient to allow access to lap belt through the passenger side window. The floor plate must be a minimum of 1/8" metal and should cover the entire floor area including under seat. (This and other rules are not to be interpreted as permitting aerodynamic enhancement in the name of safety). An aluminum-racing seat properly mounted to the cage is mandatory. Seat belts must meet SF116.1 standard. Four point seatbelts are mandatory. The fifth point crotch strap is recommended. Seat belts must be dated no more than three years old. All cars must have an SFI 27.1 rated window net, properly installed in the left front window opening with a quick release at top. Quick release must be located top left corner toward the "A" pillar – this is necessary so when fire rescue crews arrive on scene, it provides a standard location for them to be able to quickly extricate the driver. All cars must be equipped with a quick release steering wheel. Centre of the wheel must be padded.

2.5.1 Seat belts must be securely installed as per diagram (page 19, 2011 rule book)

2.6 Battery: Must be mounted securely outside of driver's compartment.

## 3. FRAMES

- Frames must be 2"x 3" fabricated steel tubing or larger, minimum wall thickness of .083".
- A 3 1/2" minimum ground clearance is required with the driver out of the car.
- Minimum wheelbase is 102", measured from the center of the rear axle to the center of bottom ball joint.
- Track width maximum is 66", minimum 64".
- Jack positioners on cars must be set flush with or hidden beneath the door skin.
- Bumpers may be a maximum 2" diameter pipe or tubing.

## 4. BODIES

4.1 *2002 or older bodies* must be full and complete, stock appearing for model and year, steel, fiberglass, plastic or aluminum ONLY. NO CARBON FIBER OR OTHER EXOTIC MATERIALS ALLOWED. No mixing of makes, models and/or years. Entire body must be from one body manufacturer and design/style. No wings, ground effects, belly pans, tubs or any other fabrications that could conceal the original structure, are permitted. Bodies must be installed to meet all Five Star "Short Track Style" (2000 catalogue or newer) dimensions and angles (diagrams Section 14). Bodies should be neat and tidy in appearance.

- No lightweight, "Iceman", "High Performance", "Open Comp", "Downforce", or any other "New" design bodies by Five Star or any other manufacturer allowed.
- Bodies must meet Tour Five Star templates that conform to the "Short Track Template Installation Guide" as shown in section 14.
- Rear quarter panels must be fiberglass.

#### 4. BODIES, continued

- No shortened "Iceman" or other "altered" quarter panels or body pieces are allowed
- Rear bumper covers may not be trimmed, hulled, drilled, or otherwise changed or modified.
- Five Star Part # 000-2100 is the only approved rub rail. It must be mounted horizontally between the wheels and centered between 18" and 20" from the ground.

4.2 **Body Measurements:** The body must conform to the following with driver out of car:

- Minimum of 3½" ground clearance at all points. One lift on car allowed for measurement purposes.
- Roof height must be a minimum of 46" measured per Five Star specifications.
- Roof must be mounted to conform to template and exhibit no side-to-side rake. The placement of the roof will be compared to the location of the spoiler using an "X" measurement from the top corners of the windshield to the outside edges of the spoiler.
- When template placed on car, fitted tightly to roof and touching rear deck at spoiler there will be no more than a ½" gap on the front and rear windows.
- Front fender height at window no less than 31½" (dim. I)
- Front fender contour must match template.
- Nose must fit template.
- Rear deck maximum height of 34½" (dim. K). With the roof height at 46", and the rear deck height at 34½", the gap between the template and the rear deck will be no more than ¾" at the base of the rear window and taper in a straight line to zero at the spoiler. If the rear deck is less than 34½", the gap should disappear accordingly.
- Rear deck must not be dished or raked side to side.
- A 5" high X 60" wide rear spoiler, (measured across rear) with no side boxing is allowed. Maximum spoiler height is 39½" from ground. All rear spoilers will be centered side to side on the rear deck. Bodies that require more take than give to fit the five star measurements and templates could have the width of their allowable rear spoiler reduced by at least the same amount they took elsewhere. 2002 Five Star bodies will be allowed a 6.5" spoiler (top 1 ½" to be ¼"lexan).
- Door shelves cannot exceed 2" on the left side and 3½" on right.
- Door length must meet Five Star dimensions and rocker panel/skirt should duplicate Five Star and be fitted parallel to the ground.
- Hood must weigh a minimum of 15 lbs. If weight must be added, it must be integral (molded in) to the hood and centered. Suspension adjustment hole in hood is O.K. However, no adjusting devices should protrude through hood.
- Body and window panels must be braced sufficiently to prevent bowing at speed.
- Hood can be raised no more than 4" above fender line to accommodate breather.
- All other dimensions, except door height (at rear, dim. J) must conform to Five Star "Short Track Template Installation Guide" (Sec. 14).

4.3 Lexan windshield with a minimum thickness of ⅛" must be full and complete. No holes or ducting allowed. One brace from top to bottom must be on inside center of windshield. The car must run a rear window (minimum thickness of 0.93") and it too must be braced on the inside only. The passenger side window must remain completely open except for front 10½", which may have an air vent or clear lexan installed (must match shape and dimensions of Five Star part # 000 – 6202). No additional material may be added in pillar area. The quarter windows should be lexan. However, should the original fiberglass remain, the intended opening should be made to look like a window.

4.4 **The A-B-C Body Program** has been created to promote an "Industry Standard" for short track late model race cars across North America. In order for the program to be successful, a good set of rules along with fair, impartial enforcement is crucial. To support the program and insure that the goal is achieved, a well thought out common set of rules, **Tour** tech devices, and dimensions had to be developed. In order to maintain balance in competition, it may be necessary to make rule changes or modify existing rules from time to time and the A-B-C Body Program Advisory Committee reserves the right to do so. These changes will be made to enhance close competition and in the best interest of the sport of auto racing.

- If you are not able, or do not have the resources, to install this body to exact specifications, you should consider rules 4.1, 4.2, and 4.3 above. 2004 or newer bodies must be ABC approved. No duplicates, aftermarket replicas, or other variations are permitted. ABC bodies not full and complete ABC from one manufacturer that meet all the ABC dimensions and measurements will reduce their spoiler blade by at least 1 ½" of height.

#### 4. BODIES, continued

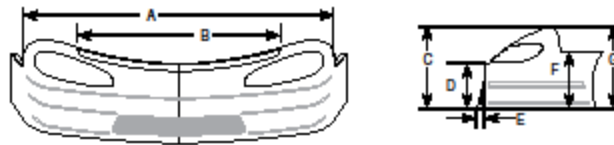
- The following body styles manufactured by “Five-Star Race Car Bodies” are approved for competition:
  - 2004-2011 Chevrolet → Monte Carlo, Impala
  - 2004 – 2011 Dodge → Charger, Avenger
  - 2004 – 2011 Ford → Taurus, Fusion
  - 2004 – 2007 Pontiac → Grand Prix
  - 2008- 2011 Toyota → Camry (subject to ABC Approval)
- The 2004 – 2011 Monte Carlo, Fusion, Charger “ARP” bodies are approved for competition.
  - a. Bodies will be standard weight fiberglass quarter panels, deck lid filler, hood, roof, and fenders. Fenders can be replaced with “Five-Star” or “ARP” plastic fenders. Doors, deck lid and rocker panels will be “Five-Star” or “ARP” aluminum. Bumper cover and nose will be plastic. Manufacturer’s part numbers and identification labels must be visible and NOT PAINTED OVER. All glass areas will be “Five-Star” or “ARP” molded polycarbonate.
  - b. All body panels must be mounted as produced by “Five-Star Race Car Bodies” or “Aluminum Racing Products”. Modification or alteration of panels will not be allowed (**no “sucking” in or out of any body panels**). A Body Dimension diagram is listed in Section 15.
  - c. All body panels and windows must be mounted and properly braced on the chassis to prevent deflection under racing conditions.
  - d. The maximum tread width will be 66”. All measurements will be with the driver out of the car.
  - e. The allowable range of wheelbase will be 102” to 105”.
  - f. Any reference to “Five Star” part numbers with XXX as the prefix means the parts are different for each make. XXX could include but not be limited to numbers such as: 000, 320, 324, 360, 363, 430, 460, 463, 470, 473, 564, 570, 573, 574, 660, 661, 663, 845. New “Five Star” body pieces must have ABC approval (e.g. roof and plastic rear quarters).

#### 4.5 FRONT NOSE

- a. Only approved nose pieces manufactured by “Five-Star” with part numbers XXX-410B or XXX-410W or “ARP ABCMCO405B or ABCMCO405W and viewable labels will be allowed.
- b. Nose pieces must remain as manufactured and may not be intentionally altered in any way, including the return flanges on the bottom edge and at the nose/fender intersection.
- c. Nose must be centered on the front tread width (measured at the racing surface).
- d. Nose piece must be supported by a tubular support to the chassis. These support pieces must remain behind the nose and may not extend through or past the bumper.
- e. The maximum front overhang from the centerline of the spindle to the leading edge of the lower air dam at the centerline will be 46”.
- f. The maximum kick out on the lower air dam from the bumper line is 3”.
- g. The minimum ground clearance along the entire bottom edge of the nose is 4”.
- h. The nose must fit the left fender/nose template, the right fender/nose template, as well as the vertical nose template.

# NOSE & BUMPER COVER-DIMENSIONS

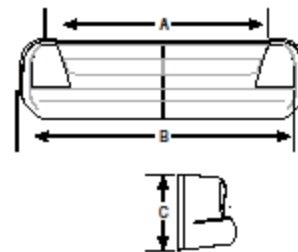
## PLASTIC NOSE DIMENSIONS



	A	B	C	D	E	F	G	
	Width at bottom of fender flange	Width at hood recess	Vertical height at hood recess (at centerline)	Vertical height at bumper line	Front overhang of fender	Height to bottom of fender flange	Vertical height at hood/windshield junction	
Chevrolet Camaro: 1992	140-410B/W	71	58½	20	14½	5½	7	21
Chevrolet Camaro: 1997	150-410W	76½	57	17½	11½	3½	12½	18½
Pontiac Firebird: 1997	180-410W	77½	57	18½	11	3½	12½	19
Pontiac Grand Prix: 2003	330-410B/W	72	53	18½	11½	2	13	20
Pontiac Grand Prix: Fiberglass Sportsman	339-410B/W	72	52	19½	13	4½	16½	23½
Pontiac Grand Prix: current style	360-410B/W	74½	54½	18½	12	3	13	20
Buick Regal: 1997	410-410W	71½	60	19½	10½	4½	11½	18
Dodge Intrepid: 2003	430-410B/W	70½	52½	18½	11½	3	13	20
Dodge Intrepid: 2004-07	460-410B/W	74½	54½	18½	12	3	13	20
Dodge Charger: current style	470-410B/W	74½	54½	18½	12	3	13	20
Ford Thunderbird: 1988	510-410B/W	71½	66	20½	10½	1½	N/A	19½
Ford Thunderbird: 1997	530-410W	71½	58	19	10½	2½	13½	20
Ford Taurus: 2003	550-410B/W	71	52½	18½	11½	3	13	20
Ford Taurus: 2004-2007	570-410B/W	74½	54½	18½	12	3	13	20
Chevrolet Monte Carlo: 1988 (also in colors!)	600-410B/W	68½	65	21½	10½	0	N/A	19½
Chevrolet Lumina: 1994	610-410W	71	58	20	11½	1½	14½	21½
Chevrolet Monte Carlo: 1999	620-410B/W	71½	56½	19½	11	3½	13½	20
Chevrolet Monte Carlo: Fiberglass Sportsman	639-410B/W	70½	51½	18½	13½	3½	15½	23
Chevrolet Monte Carlo: 2004-2007	660-410B/W	74½	54½	18½	12	3	13	20
Chevrolet Impala: current style	670-410B/W	74½	54½	18½	12	3	13	20
Oldsmobile Cutlass: 1997	710-410W	72½	59½	19½	12	¾	14	22
Toyota Camry: current style	720-410B/W	74½	54½	18½	12	3	13	20
Ford Mustang: 1993	915-410B/W	63½	49	23	11	0	12½	21½

## PLASTIC REAR BUMPER COVER DIMENSIONS

	A	B	C	
	Width at deck lid recess	Rear width at bottom of taillight	Height at quarter panel recess	
Chevrolet Camaro: 1992	140-450B/W	N/A	61	14½
Chevrolet Camaro: 1997	150-450W	47½	65½	22½
Pontiac Firebird: 1997	180-450W	47½	67½	22½
Pontiac Grand Prix: 2003	320-450B/W	47½	67	22
Pontiac Grand Prix: current style	360-450B/W	49½	68	20½
Buick Regal: 1997	410-450W	54	61½	21
Current style universal bumper cover	460-450B/W	49½	68	20½
Ford Thunderbird: 1997	530-450W	52	66½	21
Ford Taurus: 2003	550-450B/W	50	66	21
Ford Taurus: 2004-2007	570-450B/W	49½	68	20½
Chevrolet Monte Carlo: 1988	600-450B/W	53½	66½	20½
Chevrolet Monte Carlo: 1999	620-450B/W	47½	66½	20½
Chevrolet Monte Carlo: 2003	630-450B/W	47½	61½	20½
Chevrolet Monte Carlo: 2004-2007	660-450B/W	49½	68	20½
Oldsmobile Cutlass: 1997	710-450W	49½	66	21½
Ford Mustang: 1993	915-450B/W	N/A	62½	16½



## NOSES & BUMPER COVERS

### 4.6 HOOD/ COWL PANEL

- Only approved hoods (flat fiberglass only) manufactured by "Five-Star", part numbers XXX-3301 or XXX-3303, with no letters behind them, and viewable labels will be allowed. "ARP" flat fiberglass hood with part number ABCMCO460 (whole part number) with viewable labels is permitted.
- All hoods must remain as manufactured and may not be altered other than trimming the outer edge to fit the fenders, nose and windshield or Cowl Panel Five Star part # 661 – 5100 or ARP part # ABCCOWL70.

- c. All hoods must be adequately braced so they do not deform under racing conditions.
- d. The hood must fit tight to the fenders and windshield cowl at all times.
- e. The maximum allowable opening in the hood for air intake to the carburetor will be 2½" X 20". No other holes in the hood will be permitted except suspension adjustment hole.
- f. All hoods shall have a minimum of 5 positive locking pins across the leading edge of the hood.
- g. The hood must fit the centerline template.
- h. **Light weight hoods will be subject to a 10 lb penalty**

#### 4.7 FENDERS

- a. Only approved fenders manufactured by "Five-Star" containing part numbers XXX-230 (240)L, XXX-230 (240)R, XXX-23 (24)PLB, XXX-23 (24)PLW, XXX-23 (24)PRB, or XXX-23 (24)PRW and viewable labels will be allowed. "ARP" ABC0400L, ABC0400R with viewable labels are allowed. Metal fenders will not be allowed.
- b. All fenders must be mounted as produced and may not be altered other than trimming excess material from the trailing edge of the fender at the fender/door intersection.
- c. All fenders must be flange fitted to the nose.
- d. Wheel openings may not be larger than 7" from the edge of the wheel (not the tire). Altering the wheel openings is prohibited.
- e. The left fender must fit the left fender/nose template and the right fender must fit the right fender/nose template.

#### 4.8 ROOF PANELS

- a. Approved "Five-Star" roof panels with part number 661-5102, or "ARP" ABC0450 and no letters behind it, and viewable labels will be allowed.
- b. All roof panels must be mounted as produced and may not be altered in any way.
- c. The roof may be mounted a maximum of 2½" left of the centerline of the chassis.
- d. The centerline of the roof must run parallel to the centerline of the tread width.
- e. Roof rails will not be permitted.
- f. The minimum height of the roof is 47" measured 10" back from the leading edge of the roof on the centerline.
- g. The minimum height at the rear of the roof will be 45½" on all models. This will be regulated with a centerline template and a side to side template. The roof panel must fit the templates.
- h. **Light weight roofs will be subject to a 15 lb penalty.**

#### 4.9 DOORS

- a. Only approved "Five-Star" door panels, part numbers 661-21AL or 661-21AR or "ARP" ABC0410L or ABC0410R and viewable labels are allowed.
- b. All door panels must be mounted as produced and may not be altered in any way.
- c. The width of the top of the left door will be a maximum of 2½" from the center of the roll.
- d. The width of the top of the right door will be a maximum of 3½" from the center of the roll.
- e. Doors may not extend back beyond the trailing edge of the "B" pillar. The trailing edge of the door must fit into a recess that is provided in the quarter panel.
- f. The height at the front of the door will be 32½". The height at the rear of the door will be 33".
- g. The width between the doors immediately behind the "A" pillars will be 68" at the top, measured through the car.
- h. The width between the doors immediately in front of the "B" pillars will be 67" at the top, measured through the car.

#### 4.10 QUARTER PANELS

- a. Only approved "Five-Star" quarter panels with part numbers XXX-270L or XXX-270R or "ARP" ABCMCO420L or ABCMCO420R and viewable labels will be allowed. Metal quarter panels are not allowed.
- b. All quarter panels must be mounted as produced and may not be altered. **Quarters must conform to natural curvatures (no "sucking" in or out of any body panels). Complete wheel opening must line up with outside edge of tire tread.** The only work allowed is the removal of the excess material on the trailing edge at the quarter/bumper cover intersection and at the top at the quarter/roof intersection.
- c. Wheel openings may not be larger than 7" from the edge of the wheel (not the tire). Altering the wheel openings is prohibited.

d. Quarter windows must be cut out and have polycarbonate windows in both the left and right sides.

#### **4. BODIES, continued**

e. The quarter panels must fit the side-to-side template.

f. The height at the quarter panel/deck lid/bumper cover intersection will be 34½" on both the left and right sides.

#### **4.11 ROCKER PANELS**

a. Only approved rocker panels will be allowed. Each first time body installation will include "Five-Star" manufactured rocker panels, part number 000-5500, 000-5501 or "ARP" ABC0440L or ABC0440R and viewable labels.

b. All rocker panels must be mounted as produced by "Five-Star" or "ARP" and may not be altered except for notching for the jack post and trimming to length.

c. The step in the rocker panel for rigidity may be a maximum of ¼".

d. The step out on the rocker panel must run parallel to the racing surface.

e. The minimum height of the rocker panel will be 4" from the racing surface.

#### **4.12 DECK LID**

a. Only approved aluminum deck lids manufactured by "Five-Star", part number 661-310A or "ARP" ABC0470 and viewable labels will be allowed.

b. All deck lids must remain as manufactured and not be altered in any way.

c. The deck lid must be built substantial enough to prevent it from deforming under racing conditions.

d. The deck lid must be able to be opened for inspection purposes.

e. The deck lid must fit to the centerline template.

#### **4.13 DECK LID FILLER PANEL**

a. Only approved "Five-Star" deck lid filler panels, part number 661-3200 or "ARP" ABC0469, with no letters behind it, and viewable labels will be allowed.

b. All deck lid filler panels must remain as manufactured and may not be altered in any way.

c. The deck lid filler panel must fit the centerline template.

#### **4.14 REAR BUMPER COVER**

a. Only approved "Five-Star" rear bumper covers, part numbers XXX-450B or XXX-450W or "ARP" ABCCO415W or ABCCO415B, and viewable labels are allowed.

b. All bumper covers must remain as manufactured and may not be altered in any way.

c. The bumper cover must be designed in a manner that when the spoiler is mounted, the dimension from the centerline of the rear axle to the base of the spoiler at the centerline does not exceed 47".

d. The bumper cover must be mounted on the centerline and not offset. With an 8-foot straight edge lined up with the top inside edge of the right door front and rear, projecting a line to the rear of the car, the maximum distance the right end of the spoiler can be from the line is ½".

e. The top of the bumper cover must be supported to prevent it from deforming under race conditions. Bumper Cover and spoiler mount must be flat across the back from side to side. It cannot be bowed up or down at the centre joint.

f. The bumper cover must be supported by a tubular support to the chassis. These support tubes must remain behind the bumper cover and may not extend through or past the bumper.

g. The bumper cover must be mounted to fit the centerline template for the correct rear overhang dimension and the vertical bumper cover template.

#### **4.15 SPOILER**

a. Only approved "Five-Star" spoilers, part number 661-6745, 661-6747, 661-6749 or "ARP" ABCLSK, are allowed.

b. Rear spoiler must be a non-adjustable part of the body that controls the flow of one surface only.

c. The rear spoiler will be a maximum of 6½" tall by 60" wide and will be ¼" thick polycarbonate (5" allowed with 3/16" minimum thickness). The maximum width of the spoiler will be measured across the rear of the spoiler. Spoiler angle will be no less than 55° and no more than 90°. ARP bodies over 23¼" deck lid length (to a maximum of 23 5/8") will reduce their rear spoiler height by 1½" (from 6½") plus the amount over 23¼".

d. The spoiler must maintain the same contour as the bumper cover.

#### **4. BODIES, continued**

e. The spoiler must be centered on the car.

f. The spoiler must have a 1/2" split in the center to accommodate the centerline template.

g. The base of the spoiler at the centerline may not exceed 47" from the centerline of the rear axle.

h. Rudders or forward mounted brackets will not be permitted.

i. Spoiler supports on the rear side of the spoiler to the bumper cover are permitted.

j. All except the bottom 1 1/2" of the rear spoiler must be made of clear, flat polycarbonate.

### **4.16 WINDOWS**

#### **4.16.1 Windshields:**

a. A clear, molded polycarbonate windshield (Five Star part# 564-6325-XX) with a minimum thickness of 1/8" must be used in all cars. The same shaped windshield will be used for all body styles. No flat, un-molded windows allowed.

b. All windshields must be supported by a minimum of three internal windshield braces (recommend part # 564-6301) to prevent deflection under racing conditions.

c. Windshield braces shall be made of a minimum 1/8" thick and 1" wide aluminum. Braces should be spaced on a minimum of 5" centers and should be approximately centered on the windshield.

#### **4.16.2 Rear Window:**

a. A clear molded polycarbonate rear window (Five Star part # 324-6111-3X) with a minimum thickness of .090" must be used. The same shaped rear window will be used for all body styles. No flat un-molded windows allowed.

b. All rear windows must be supported by a minimum of two internal window braces (recommend part # 564-6101) to prevent deflection under racing conditions.

#### **4.16.3 Quarter Panel Windows:**

a. Clear polycarbonate side windows (Five Star part # 360-6512) with a minimum thickness of .090" must be used in all quarter panel windows.

b. The side window shape will vary for brand identification.

#### **4.16.4 Vent Windows:**

a. The maximum dimension for the vent window along the top of the door will be 12" and must go 90° from the top of the door up to the "A" pillar. Vent window must conform to Five Star part # 000-6202 shape and dimensions.

### **5. WEIGHT**

5.1 Minimum weight is 2800 pounds (wet sump, full of fuel). Dry sump cars must add 25 pounds. Cars with a 7400 (or less) RPM rev limiter are permitted a maximum 57% left side weight. Cars with a 6400 (or less) RPM rev limiter and an approved "crate engine" are permitted a maximum 58% left side weight. All cars will carry a maximum 52.5% rear weight (at all fuel levels). Cars will be weighed with drivers in position using Tour approved scales.

- Cars must be full of fuel for all heat races and features (regular or special events).
- Solid ballast only. No ballast adjustment devices permitted. All ballast must be painted white, securely installed, and identifiable by car number.
- Certain engine combinations could be subject to weight penalties. Other combinations (e.g. "crate engine", lower RPM) could be subject to weight variations. The GM crate Engine P/N 88958604 must weigh a minimum 2750 lbs.

### **6. ENGINE**

6.1 Engine must be 360 cubic inch (*Mopar* 372 with 360 (A) 9.5" block and crank, 360(R) 9" block, *GM* 350, 9" block and crank, *Ford* 302 or 351 block) or less (measured with volume pump) cast iron blocks, with a maximum compression of 10.99 checked with a whistler. Measurement of whistler will be final. The lead cylinder head must touch a string line between stock location grease fittings of upper ball joints. The minimum crankshaft height is 10" (*except "crate engines"*). Ford and Mopar are allowed a dished piston. No external oil pumps allowed except dry sump. An approved test engine

may be permitted.

## 6. ENGINES, continued

6.2 *Mopar* engine with 360 (A) block can be bored .040. *Mopar* with shorter (R) block (9") and casting # P4532693 W2 heads will be no more than 360 cu. in. and must meet conditions listed in section 6.3 below.

6.3 Heads must be of cast iron. No exotic heads allowed. Approved heads include *Chevrolet* (23°) SB Bowtie, Vortec, Dart Iron Eagle 180, 200, 215 or 230; World Product SR Torquer, Sportsman 11, Motown 220; *Ford* (20°) GT40, Windsor, Windsor Jr.; *Mopar* W2 (old-style 18°).

- The bowl and short turn on the intake side, below the valve seat, may be reworked in as far as the head bolt. Maximum volume of any intake runner is plus 5cc. from manufacturers listed specifications for that head. Bowl blending below the valve seat on the exhaust side is limited to one-inch. Port matching allowed in maximum 1/2". Multi angle valve jobs accepted.
- *Ford* M6049-N351 head and *Mopar* W2 (casting # P4532693) heads are permitted under the following conditions. Head must remain as produced except gasket matching which is allowed 1/2" in on the intake ports only. Bowl blending is allowed on intake and exhaust to a maximum of 1/2" below the valve seat. No port matching allowed on exhaust ports. Intake runners must not exceed manufacturers' listed specifications. Multi angle valve jobs accepted.
- No head other than those listed is approved. No 14° (or less) heads.

6.4 Roller rockers are allowed with a flat tappet camshaft only. No mushroom lifters, no aluminum rods permitted.

6.5 **Radiator:** Any radiator allowed (only one permitted and must be ahead of the engine). Only water is to be used as a coolant. No antifreeze or cooling products allowed.

6.6 **Carburetor/fuel pump/plumbing:** Any 2 or 4 barrel intake of cast iron or aluminum is allowed. Carburetor allowed is the Holley 4412 500 CFM. Must pass Tour no-go gauges (including booster height). Only the choke flap may be removed. Jets and power valves may be changed. Throttle shaft can be spot welded to linkage. No other modifications allowed. Air entering the combustion chamber must be through the carburetor only. No air passages below the venturi. A four-barrel to two-barrel adapter may be used. Must have two return springs on separate brackets. No electric fuel pumps. Must run air breather. No carbon fiber valve covers or breathers. No nitrous oxide or nitrous plumbing allowed. Fuel cell must have a Maximum 22 U.S. gallons capacity, must be in a steel box, and have at least 8" ground clearance. There must be steel tubing in trunk area. Fuel cell must be fully contained and secured with steel tubing or flat strap. Proper mounting of fuel cell will be at the discretion of Tour Officials. Mandatory SFI approved fuel cell only.

6.7

**Exhaust:** No stainless steel or carbon fiber headers, mufflers, pipes, etc are permitted. If exhaust pipes exit along the body they may not extend out past body panels and must be flanged. The bottoms of exhaust pipes are not to exceed ten inches from ground at exit. Maximum exhaust pipe beyond the muffler is one 5" (maximum) or two 3.5" (maximum) pipes. Exhaust must exit behind driver and in front of the rear wheels. If exhaust exits under car, exit must point toward ground.

Recognizable MUFFLERS are mandatory (Recommended Howe 3002, 3015, 3018, 3044) No internal inserts.

Regardless of make or model of muffler, the maximum decibel reading permitted will be 95 decibels at 100 feet. Cars exceeding the decibel limit will be given that race to fix the problem. In the meantime, they will see their allowable rev limit reduced by 400 rpm. Crate motors and "open" motors may require different decibel readings.

6.8 A General Motors "crate engine" P/N 88958604 is allowed, complete with a Holley 650 carburetor 4150HP # 80541-1.

- Carburetor will bolt directly to the intake using a maximum .065" gasket only. No spacer plate is allowed.
- Carburetor must pass 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 $\frac{5}{8}$ " to a 1 $\frac{3}{4}$ " stepped header with a 3" collector.
- Maximum RPM limit is 6400.
- All "crate engines" must be approved by MPST officials and tagged for identity purposes before they can enter competition. See "Crate Engine" Purchases and Repair section at end of this document.
- "Crate engines" will maintain a minimum crank height of 11".
- A team will be allowed to change from a "crate" to an "open" engine once during the season and back to "crate". Any subsequent change will see the team remain with "open" weight rules and percentages for the remainder of the season.

## 7. DRIVE TRAIN and SUSPENSION

**7.1 Shocks and Springs:** One *shock and spring* per wheel. AFco 1074, 1075, 1076, **1077, 1078** 1094, 1095 shocks only. A car that finishes in the top five in the Main Feature may have a shock or shocks (up to four, on the car at the end of the race) claimed by any other tour driver who finishes behind him/her in the top ten and on the lead lap. Any person wanting to claim must have \$125 cash (per shock) delivered to the Pit Steward within fifteen minutes of the finish of the Main Feature. Shocks must remain as manufactured, no cutting, welding or intentionally altering in any way. The claimers' car must go directly to the tech area from the racetrack before making a claim. The person whose shocks are being claimed (claimee) may either take the money or trade shocks (must come off the claimers' car) with the person wanting to make the claim (claimer). This claim includes the shock(s) only and no hardware. Claimed shocks must be removed before the car leaves the race meet, unless authorized by Maritime Pro Stock Tour officials. All claimed shocks must be used on claimers car at his next Maritime Pro Stock Tour event (whether or not it is the next Maritime Pro Stock Tour event). Maritime Pro Stock Tour officials may hold claimed shocks until next event, as determined by officials. Anyone who refuses a claim will not be able to compete in the Maritime Pro Stock Tour without applying in writing and meeting certain requirements. A claimed shock under this rule may not be sold or transferred without applying in writing and meeting certain requirements. Test shocks may be permitted under the direction of officials. No form of Bump Stops will be permitted.

Spring must be linear (single rate) magnetic steel only. Extra clearance springs are allowed. No Progressive (variable rate) springs. Right rear spring may use one take-up spring (zero rate) and spring guide to prevent the main spring from coming loose at full drop (e.g. AFco AFC27005, AFC20183-1, Eibach eibhelper250, eibspacer 250, Hypercoil CS100). No other spring helper or spacer is allowed. Hydraulic spring perches are not allowed. Spring rubbers with two ends are allowed. **No** on-board coil-over spring adjusters allowed.

**7.2 Steel wheels** only with a maximum width of ten inches measured bead set to bead set. Tire relief valves must be self-releasing only and remain independent from the rest of the car. No center reliefs, remote pressure bleeders or any other remote assembly is allowed.

**7.3 Clutch and Flywheel:** Any safe clutch and flywheel may be used. Minimum diameter of clutch discs is 5 $\frac{1}{2}$ ". A scatter shield is mandatory with an open clutch. Metallic discs only. No carbon fiber.

**7.4 Drive shaft:** Steel or aluminum drive shaft only. Drive shaft must be surrounded by two  $\frac{1}{4}$ " (minimum thickness) safety hoops. Steel drive shaft must be painted white.

**7.5 Rear end:** Solid spool or permanently locked quick change rear ends only. Matching white lines are to be painted on each hub to 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 - i.e. both lines would run from the 3 to the 9 o'clock position. Quick-change gears must be on rear of housing only. No "front quick changes".

- Lower arms and the single panhard bar on the rear suspension will be solid with heim joints on both ends, solidly mounted to the frame on both sides. *No titanium axles, bars, or arms.* No Watts Link, torque absorbers or similar configurations.
- Outboard solid drive flanges on rear end may be replaced with rubber drive plates only.
- The third link should be a single solid bar with one connecting point (heim joint) on each end which can be adapted to a single torque device between the two connecting points. The third link assembly unit must have no more than one bar, one single linear spring, or one bar, one linear spring and one neoprene or rubber biscuit, or one bar and no more than two biscuits. No "dual action", "right foot", "pull bars", "two way" or similar assemblies. No gas or liquid pressure devices allowed. No shock, torque arm, 6<sup>th</sup> coils, extra bars, etc.

**7.6 Transmission:** Any manual transmission with operating reverse may be fitted. All transmissions will have final drive

at 1:1 ratio. Transmissions may have no other gear closer to 1:1 than 1.23:1.

## 7. DRIVE TRAIN AND SUSPENSION, continued

7.7 **Brakes:** 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; Maximum four pistons per caliper; Maximum one caliper per wheel. Electronic wheel speed sensors or brake activators will not be permitted. An on-board brake pressure adjuster is allowed.

7.8 **Plugs:** Oil pan, rear end, and transmission plugs must be wire locked.

7.9 **Traction aids:** No electronic or mechanical traction devices. Should an ultrasonic listening device detect power being degraded (in the opinion of officials), to possibly assist traction, the car could be subject to penalties up to and including disqualification. No onboard wedge, panhard, sway bar or other suspension adjustment devices permitted. No hydraulic or electric suspension adjusters allowed. MPST officials must approve any new technology equipment before it can be used.

7.10 **Front Sway Bar:** One magnetic steel front sway bar with a maximum diameter of 2" is allowed.

## 8: IGNITION

Boxes, modules, external "soft touch" rev limiters and rev limiter chips may be subject to trade with MPST for the day, or longer, at the discretion of officials.

8.1 **MSD ignitions only. No HEI ignitions.** No magnetos. Only one ignition box is allowed. It must be mounted on a bracket attached to the exposed "Petty Bar" to the right of the driver, not within reach of the driver, with his harness disconnected, or on the firewall between the "Petty Bar" and the right side of the car, not within reach of the driver with his belts disconnected, and a minimum of 12 inches in from the edge of the passenger side door. It is suggested the coil (only one allowed) accompany the box on the same bracket, or in the same area. All wiring from the box to the distributor and coil must be entirely accessible, top surface mounted and able to be unattached for easy tracing by officials. Officials have to be capable of completely surrounding the wires from start to finish. They must be able to follow wires to a firewall and push through to continue their trace. Wire ties, wire loom, protective heat shields, convoluted tubing, clamps, or ducts must be removed, replaced, opened, and/or closed by the competitor at the request of officials.

8.2 Box must be one of the following: MSD analog 6-series (6T, 6TN, 6AL, 6ALN) 6400, 6401, 6420, 6430, or GM 10037378. Other MSD analog boxes may be approved if declared clean and acceptable by MSD technicians. No digital or externally programmable boxes will be allowed regardless of series number.

8.3 **MSD Rev limiters** (chip type only) must be used. External rev limiters must be MSD part number 8738 or GM 10037379 (6400, 6401 and GM 10037378) only. External rev limiters must be approved following the same procedures as MSD boxes. Units must be placed out of reach of the driver with all wiring exposed. All chips are subject to testing, exchanging, and sealing by MPST officials. Each competitor will supply one chip for his desired RPM. It will be tested and put into the chip pool. A chip equal to the competitors provided chip will be installed and sealed in the competitors' box at a cost of \$15 per box. Spare boxes in MPST inventory will only be done at the competitors' request. A seal which appears (in the opinion of officials) to be tampered with may lead to disqualification, or removal of the rev limiter, or the MSD box, or both from MPST inventory.

8.4 All car wiring harnesses must be capable of plugging into an MSD 6ALN box with a weather tight connector (MSD part # 8170). Solenoid (Battery +) must be within a 36" wire run of box. Ground (Battery -) termination must be within 12" wire run of box. It is mandatory that all car wiring must conform to MSD wiring diagram (page 18, 2010 rule book)

- 8170 connector will be wired as follows: Red (ignition switch) to A, Tachometer to B, Black (negative coil) to C, Orange (positive coil) to D, Green (negative distributor) to E, Violet (positive distributor) to F. The female connector with the male pins is installed on the box end. The male connector with the female inserts goes on the car chassis end. For a

diagram see SECTION 16. It is recommended a Blue-Point PWC 47 or MSD 8175 crimping tool (or equivalent) be used to attach wires to the MSD connector. Non-6ALN or non-6TN boxes may require the distributor wires and tachometer wire to be brought from the other end of the box and into the 8170 connector.

## **8. IGNITION, continued**

**8.5** The tach wire can remain plugged into the box and will become part of the 8170 connector. Within the first foot of wire going from the 8170 connector and the tachometer, there must be a minimum of 8" of (straight, top mounted) wire that is totally removable from the 8170 connector end. The eight inches 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. If the tachometer is within reach of the driver, with his belts disconnected, the last foot from the tachometer end will also be removed.

**8.6** No rev-limiting tachometers allowed. No digital gauges or electronic monitoring computer devices capable of storing or transmitting information (except analog tachometer) are permitted.

**8.7** Box should have permanent markings identifying the car it belongs to. Boxes will be in the tech area prior to each event. Each car will receive its' own box each week. Boxes will be installed in the tech area, in the presence of officials, prior to each event, and will remain as installed, until the completion of competition, at which time they will be returned to the MPST trailer.

**8.8** MSD users must provide MPST officials with the boxes, module(s), or *rev limiters* they wish to use during the season by a pre-set date (Mar 10/09). Contact Danny Harvey (902-883-1740 or [dstharvey@eastlink.ca](mailto:dstharvey@eastlink.ca)) to arrange delivery.

**8.9** Boxes and soft touch rev limiters will be shipped to MSD to verify legality and returned to MPST officials. There will be a charge for each box or soft touch rev limiter verified (inspection, freight, insurance, and customs, pro-rated).

**8.10** Each car will be entitled to have one spare box stored and transported by MPST. It will have to be certified at the same time as the original box.

**8.11** In addition to the permanent markings of owner, boxes and modules may have additional identifying marks added to them by MPST officials.

**8.12** Boxes and modules will be available to and installed by the competitor in the tech area prior to each event as described in 8.7 above.

**8.13** Eligible boxes will be returned to MPST following its completion of competition that day, and before the car leaves the pit area. Failure to return the box or module prior to the car leaving the pit area will make the box or module illegal for future competition. Returned boxes will be subject to inspection by MPST prior to the next event.

**8.14** Should a competitor require a different box or module than the one he received that day, it would have to come from MPST inventory. A competitor is allowed to borrow an impounded spare from another competitor. The other option would be to rent one from MPST officials. At no time should a competitor have more than one box or module in his possession. Any box or module changes must take place in the presence of an official. Spare boxes and modules will be readily available to competitors for all events. At venues with infield pits, all spare boxes and modules will be in the infield for the main feature.

**8.15** A car entering competition without an eligible box, module, or rev limiter will have three options:

- 1) purchase a new box, module, or rev limiter from MPST
- 2) rent (no guarantee) a box, module, or rev limiter from MPST
- 3) use an eligible box, module, or rev limiter from another competitor.

### **Notes:**

- MPST will carry an MSD 6AL box, a GM 10037378 box, and an 8738 *soft touch rev limiter*. Anyone requiring the use of an MPST box would be required to have their car wired with the MSD and GM plugs described above (8.3, 8.4).
- MPST boxes are wired with a two-way flat connector CARQUEST part # CPR 70059. The male pin is power from the box. The female pin is ground from the box. Competitors wishing to use an MPST box must have their car compatible with this wiring plan before the box is installed. See diagram on Page 14.

- Box rental fee will be \$40 per event. *Soft touch rev limiter* rental fee will be \$25. Boxes or soft touch rev limiters purchased from MPST will actually be from suppliers who have stocked their product in the MPST trailer. Competitors will pay the supplier for the product and, upon confirmation from the supplier, receive the product from MPST. Arrangements can be made to have new boxes shipped direct to MPST at the number listed in 8.8 above.
- Should a similar plan be in place at Speedway 660 (formerly NBIS), there could be times when MPST would honor their program and times when they may honor ours.
- MSD are currently working on a detection system (TCD) for the 6-series box. Once it becomes available, it may require the purchase of a new box, or a component to compliment an existing box.

## 9. COMMUNICATIONS

- Teams MUST provide track officials with all their frequencies.
- All cars must have one person in a specified area monitoring the race director and scoring officials with the ability to relay messages to their driver.
- No scrambling allowed and all frequencies must be able to be monitored by the official's multi-channel scanner without modification to the scanner. 100, 400, and 800 frequencies only. No 900 frequencies allowed. In the event of a conflict with MPST frequencies, MPST takes precedence.

## 10. NUMBERS

- Numbers must be on the roof, readable from the right side of the car and both doors, at least 18" high and 3" wide.
- All numbers must be dark on a light background, or light on a dark background. No gold, silver, metal flake or trick numbers.
- The car must have a 6" number on the top passenger corner of the windshield, and on the rear window, painted white.

## 11. TOUR SPONSORS

- The windshield is reserved for CARQUEST. No other sponsor information is permitted in this area.
- The front fenders of the car are the property of Maritime Pro Stock Tour and are reserved for the placement of sponsor decals.
- Placement of sponsor decals will be as directed by MPST.

## 12. PROCEDURE FOR PURCHASING AND REGISTERING TIRES

- All tires must be purchased from MPST only. Cash or authorized cheques will be accepted.
- **All tires for PART TIME drivers must be paid for in full before taking possessions of the tires on race day.**
- All tires that competitors may wish to race must be stored by MPST and registered before they get passed over to the competitor.
- Tire softener will not be tolerated – Anyone caught using compound altering chemicals will be suspended from competition for one year from date of infraction.
- All tires will be distributed by MPST and any tires that competitors wish to keep in their inventory must be returned to MPST officials within ½ hour after the completion of the event. Reference to competitor is considered car# for this section.
- A maximum of eight tires and wheels will be carried to and from the tracks for each car.
- No new tires other than those at the track may be measured, purchased or set aside.
- Racers can practice on unregistered tires.
- All races will be on registered tires only.
- All registered tires must be kept in plain view of the officials, on the car, or on the ground on the pit roadside of trailers, with identifying marks for all tires visible at the same time. At no time will a registered tire be allowed in and/or on a hauler.
- No unregistered tires, other than those on the car during practice, may be outside a hauler or trailer whenever registered tires are in that competitor's possession. Once unregistered tires are removed from the car, they must be returned to the hauler or trailer immediately. All unregistered tires must be stored in the team hauler prior to the completion of the drivers meeting and remain there as long as that car is in competition. *Should a car be found with unapproved tires in competition, it will be credited with last place in that event (including non-qualified cars) and will lose as many future new tires as were found unapproved on the car.*

- No *chemical altering materials, paint or any material, substance, or article (e.g. tire warmers)* that could be used to alter the characteristics of the tire or to duplicate any existing or previous tire identifications, may be in any pit area, hauler, trailer, or any other unit considered part of (or friends of) any team. Air hoses from air bottles and/or compressors should be completely visible and free from any in-line devices. Portable air tanks could be subject to testing. Tires will be mounted using compressed air. The compressed air can be replaced with nitrogen using only a single line from the nitrogen bottle with a regulator attached. No purging tires. No air management systems allowed.
- Following the final event of the season, all stored tires become the property of MPST unless arrangements have been made, prior to the end of the final event, to store them as inventory tires for next season.
- After week one, tires may be ordered for the next meet (i.e. at meet two, competitors may order their tires for week three). Competitor will be given his serial numbers if requested. The newly purchased tires will be mounted and returned to the next participating facility as indicated by the purchasing competitor as to when he plans to compete again. The tires that are to be replaced will remain on rims and must be marked and confirmed with MPST officials. If a competitor purchases (the exception, not the rule) his allotted tires on race day, rather than at the previous meet, mounting must be done by the competitor in the presence of MPST officials (based on their availability), unless MPST tire service is available.
- Those who wish to take their rims home may dismount their tires in the presence of MPST officials and have their tires stored by MPST.
- Used tires that were removed from the rims by MPST officials (installing new tires) will be held by MPST as used inventory for that car until released by the competitor. Drivers may request their used tires be removed from inventory and returned to them for use as practice tires. Any new tires for an “eight tire race” (any 250 lap race) can only be inventoried as a “new” tire following that event regardless of the number of laps on the tire.
- MPST may request tires be released from used inventory as used inventory builds. Released tires will become the property of MPST and will become “used tire inventory” as mentioned above, for casual competitors.

### 13. TIRE INVENTORY

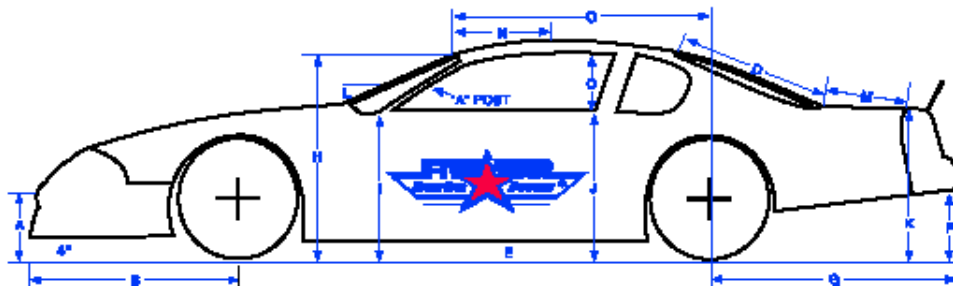
- Tires for regular competitors will be the Hoosier Spec Tire and must be purchased from MPST only.
- Cars must race on registered tires only. All tires are assigned to the car #. Reference to competitor is considered the car # for this section.
- All competitors will be allowed to register tires on *a per-race meet* only.
- Competitors who participate in the first MPST race of the season may register up to eight new tires for that day. Four of the new tires must be raced that day. No competitor will have more than four new tires and four used tires (raced that day) registered in his inventory following the completion of the first race meet of the season. Competitors *from day one* will use the original inventory of eight tires for the second MPST meet of the season. If they did not purchase eight on day one, he may increase his inventory to eight (*maximum 4 new*) for day two provided he purchased and raced four new tires on day one and *did not use any used tires for any competitive laps. A car with used inventory tires on it for any competitive lap of the first two MPST events of the season will have their allowable new inventory reduced accordingly. New tires that have to be removed and replaced with used tires because the car did not attend race two will carry a \$20 service charge per unit.*
- ***A competitor whose first race is not the first MPST race of the season may purchase two new tires for that meet. If he purchases two tires, they must be raced at that event. A maximum of six used tires may be purchased (\$50 each) from MPST used tire inventory (based on availability).***
- ***Should a competitor enter competition (his first race of the season) after the first meet of the season, he will be allowed to purchase and register a maximum of two new tires. He must race (time trial, heat or dash, and feature) whatever new tires he buys on the first day. New tires (for first -time competitors after week one) can only be changed if they come off the track flat and the change is approved by officials. He can also register used tires, to a maximum of eight tires total, obtained from MPST (based on availability).***
- Full time competitors, on the third week will be allowed to purchase a maximum of two new tires – tires purchased must be on the car for the start of the feature race that week (no banking of tires)
- If a competitor misses meets, that competitor must use up any new tire inventory he carried from week one before registering any more new tires. If a competitor misses one or more meets, he will not be allowed to register tires for the missed meet(s).
- Example 1: A competitor who raced on week one (and had an inventory of eight tires) and missed week two can use two new tires from his original inventory for his second meet. The remaining two tires cannot be used until the competitors' third meet. Following his third meet, he would be allowed two new tires per meet. Should he need spares before he has eight tires in inventory, they would have to come from MPST used tire inventory (based on availability). Example 2: A competitor who raced on week one (and had an inventory of six tires) and missed week two, can use two

new tires from his original inventory in his second meet. After his second meet, he would be allowed two new tires per meet. Should he need spares before he has eight tires in inventory, they would have to come from MPST used tire inventory (based on availability).

- *All competitors* should call Danny Harvey at (902) 883-1740, to indicate his intention to compete, the week prior (by *the Monday before the race*) to entering a meet so tires can be mounted and brought to the track. **A competitor who fails to place his complete order before 9:00 p.m. Tuesday before a race may be subject to a minimum \$50 surcharge for that race.**
- **There will be a \$20 charge per wheel for wheels requiring more than basic mounting service. E.G.: removing old tires, switching tires to different wheels. Wheels should come to MPST for mounting with old tires removed.**
- Used tires must be approved by officials and registered to the car. A new competitor may be allowed to purchase used tires that are held by MPST under a particular car number based on the approval of officials. Requests should come from the driver whose car the tires are registered to.
- Registered tires may not be transferred to another competitor unless officials approve them for transfer.
- A new tire may be traded from one competitor to another if it is registered with MPST and at the racetrack mounted on its wheel for that tires first race meet. It would have to be traded for a tire meeting the same conditions and in the same condition. All trades must be done through MPST officials and must be completed prior to the drivers meeting on that date.
- Tires for 250 lap feature events will be limited to 4 new left and 4 new right side tires
- *MPST will attempt to work with Speedway 660* and honor its tire policy so long as the tires are of the same manufacturer, compound and sizing and there is no (in the opinion of officials) apparent disadvantage to any MPST competitors. Tires used in Speedway 660 events will not automatically transfer into MPST inventory as used tires.

#### 14. Non ABC bodies

## *Short Track Style Bodies* **TEMPLATE INSTALLATION GUIDELINES**



<b>GUIDELINE DIMENSIONS (INCHES)</b>	<b>2002 Monte Carlo</b>	<b>2002 Ford Taurus</b>	<b>2002 Dodge Intrepid</b>	<b>2002 Grand Prix</b>	<b>1999 Monte Carlo</b>
A Nose Height (1)	16 ¼	15 ¼	15 ¼	16 ¼	15
B Front Overhang (Maximum on center line)	45	45	45	45	45
C Side Window Opening (minimum)	15 ¼	14 ¼	14 ¼	15 ¼	15
D Rear Window Length	32 ⅞	30	34 ⅞	32 ⅞	32 ½
E Side Panel Clearance (minimum)	4	4	4	4	4
F Bumper Cover Height (maximum)	14	13 ⅞	13 ⅞	14	13 ¾
G Rear Overhang (maximum on center line)	51 ⅞	51 ¾	51 ¾	51 ⅞	51 ⅞
H Roof Height (minimum)	47 (3)	47 (3)	47 (3)	47 (3)	47 (3)
I Fender Height (at rear)	32 ½	32 ½	32 ½	32 ½	32 ½
J Door Height (at rear)	33	33	33	33	33
K Quarter Panel Height (at rear)	34 ½	34 ½	34 ½	34 ½	34 ½
L Windshield Angle (degrees) (2)	26/30	26/28	26/28	26/30	27/32

M Deck Lid Length (at center)	17 1/8	177/8	15	17 1/8	19 3/4
N Highest Roof Point ( from windshield)	N/A	N/A	N/A	N/A	N/A
O Front of Roof to Center of Rear Axle	56	57 1/2	57 1/2	56	58

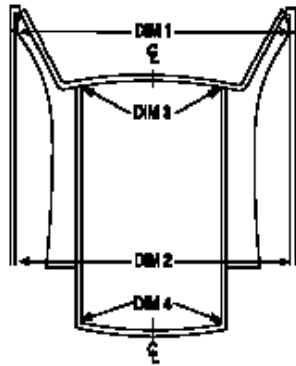
- (1) Measured from ground to top of bumper line (on centerline)
- (2) At center, at roof windshield post.
- (3) Measured 10 inches back from windshield (on centerline)

## TIPS: ROOF MOUNTING

The first step to properly mounting a template-legal body is to install the roof at the proper height.

These drawings show the corner dimensions of the roof (measured up from the floor) to properly locate the roof, which is essential for a properly mounted body. Once the roof is located, confirm the Highest Point on the Roof (Dim. N). Use these charts to find dimensions for required 48" roof height. 47" is the roof height used for all straight-up fiberglass dimensions, measured 10" back from the windshield.

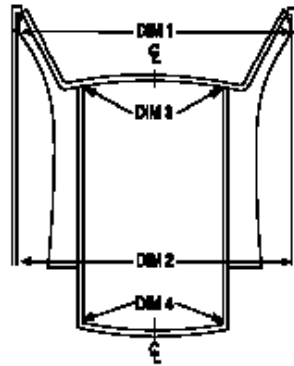
**NOTE:** All measurements are taken at the edge of the roof, not on the ledge where the window sits.



**MONTE CARLO & GRAND PRIX**

DIM1	.....68"
DIM2	.....67"
DIM3	.....44 7/8"
DIM4	.....44 7/8"

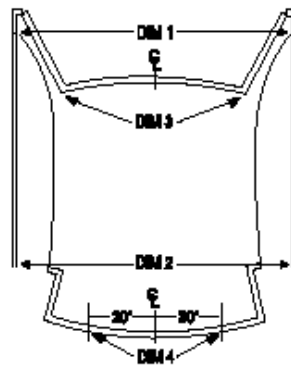
- ⊗ DIM 1 is at A-post, inside edge of doors
- ⊗ DIM 2 is at B-post, inside edge of doors (65 1/2" for straight-up fiberglass)



**FORD TAURUS**

DIM1	.....68"
DIM2	.....67"
DIM3	.....43 5/8"
DIM4	.....43 5/8"

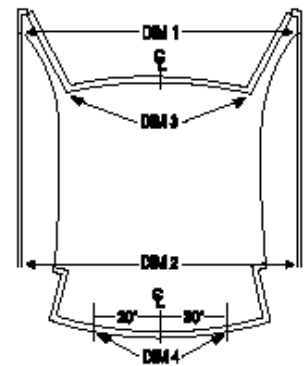
- ⊗ DIM 1 is at A-post, inside edge of doors
- ⊗ DIM 2 is at B-post, inside edge of doors (65 1/2" for straight-up fiberglass)



**DODGE INTREPID**

DIM1	.....68"
DIM2	.....67"
DIM3	.....43 1/8"
DIM4	.....44 5/8"

- ⊗ DIM 1 is at A-post, inside edge of doors
- ⊗ DIM 2 is at B-post, inside edge of doors



**1999 MONTE CARLO**

	48" Roof Height	47" Roof Height or Straight-up Fiberglass
DIM1	.....68 3/4"	.....68"
DIM2	.....67 1/4"	.....65 1/2"
DIM3	.....44 5/8"	.....44 1/4"
DIM4	.....45 1/8"	.....45 3/8"

- ⊗ DIM 1 is at A-post, inside edge of doors
- ⊗ DIM 2 is at B-post, inside edge of doors



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It is essential to mount a Straight-up Fiberglass body on the **body centerline** in order to ensure proper wheel coverage. Five Star's **Body Mounting Video** demonstrates how to find this important measurement.

Note: The above measurements are for pre - 2003 bodies

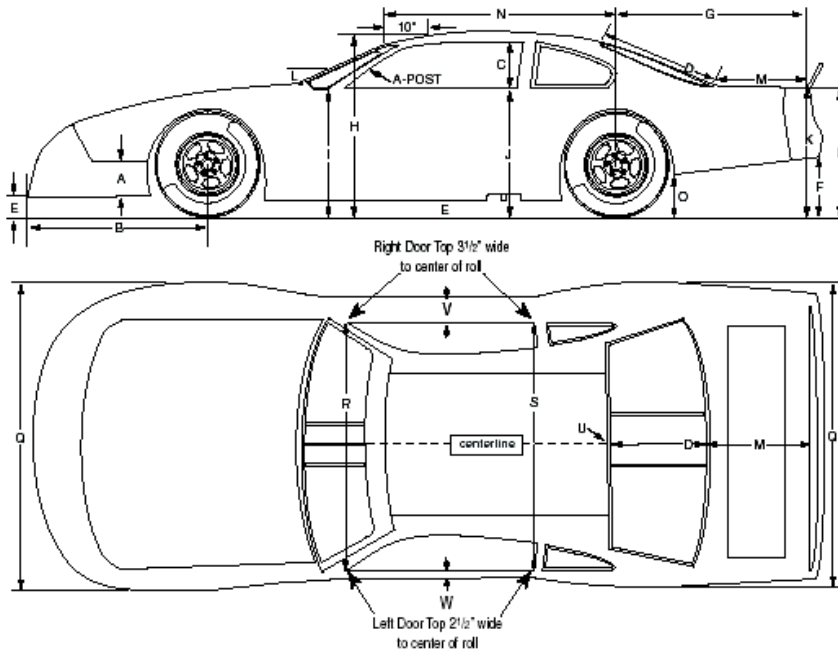
## 15. ABC BODIES

All 2004 or newer bodies must meet the A-B-C Body program, as described in sections 4.4 to 4.16.

### Impala, Camry, Fusion & Charger

These offset fiberglass bodies conform to the ABC (Approved Body Configuration) rules that have been adopted by the American-Canadian Tour, ASA Late Model Series, CRA Super Series, FASCAR, Late Model Challenge Series, Pro All Stars Series, SunBelt Super Series and other associations and tracks. They are designed to meet a 47" roof height, up to a 66" tread width, and up to a 106" wheelbase, and will fit a straight rail/offset style chassis.

When mounted using the dimension guidelines at right and templates (centerline, side-to-side, and fenders), these bodies will meet the specifications as regulated by sanctioning body templates and inspection devices, such as the Official Referee.



### ABC DIMENSION GUIDELINES

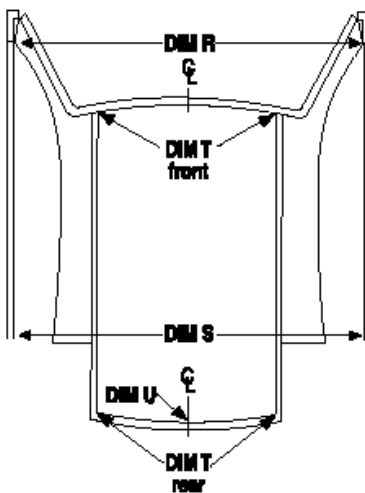
A NOSE HEIGHT (MIN): from bottom of nose to horizontal fender line	13"
B FRONT OVERHANG (MAX): on centerline	46"
C SIDE WINDOW OPENING (MIN): at B-post	15"
D REAR WINDOW LENGTH: on centerline**	31½"
E NOSE/SIDE PANEL CLEARANCE (MIN): from ground	4"
F BUMPER COVER HEIGHT (MAX): from ground	15"
G REAR OVERHANG (MAX): from base of spoiler at centerline to axle centerline	47"
H ROOF HEIGHT (MIN): 10" back from windshield, on centerline	47"
I FENDER HEIGHT: at rear	32½"
J DOOR HEIGHT (MIN): at rear	33"
K QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection (+/-¼")	34½"
L WINDSHIELD ANGLE: at center/at roof windshield post	26/30°
M REAR DECK LENGTH (MAX): at center, from base of spoiler to rear window**	23¼"
N FRONT OF ROOF TO CENTER OF REAR AXLE	57½"
O QUARTER PANEL HEIGHT: at back of wheel well opening	13"
P BUMPER COVER HEIGHT: at base of spoiler, on centerline	347/8"
Q BODY WIDTH (MAX): at wheel wells	79½"
R DOOR TO DOOR WIDTH (measured through car): at A-posts and inside edges of doors	68"
S DOOR TO DOOR WIDTH (measured through car): at B-posts and inside edges of doors	67"
U ROOF HEIGHT, REAR: at centerline	45½"
V RIGHT DOOR TOP: to center of roll	3½"
W LEFT DOOR TOP: to center of roll	2½"

\* If Dimensions H, K or P are higher than the stated dimensions, all three must increase by the same amount.

\*\* Must fit centerline template within allowable tolerance.

### ROOF MOUNTING

A properly located roof is essential for a properly mounted body.



This drawing shows roof corner dimensions to help you properly locate the roof. Once the roof is located, confirm that highest point on the roof (Dim. H) is 47". This dimension is measured 10" back from the windshield.

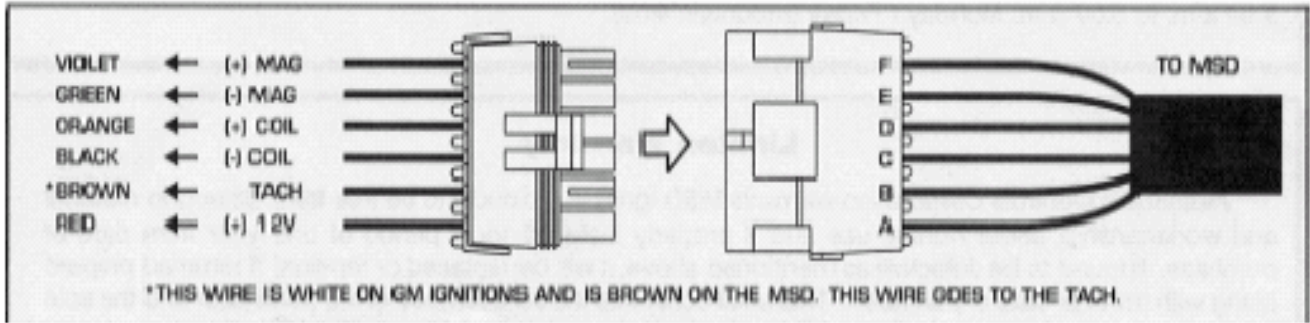
#### ALL ABC STYLE BODIES

DIM R	.....68"
DIM S	.....67"
DIM T front	.....44"
DIM T rear	.....44"
DIM U	.....45½"

#### NOTES:

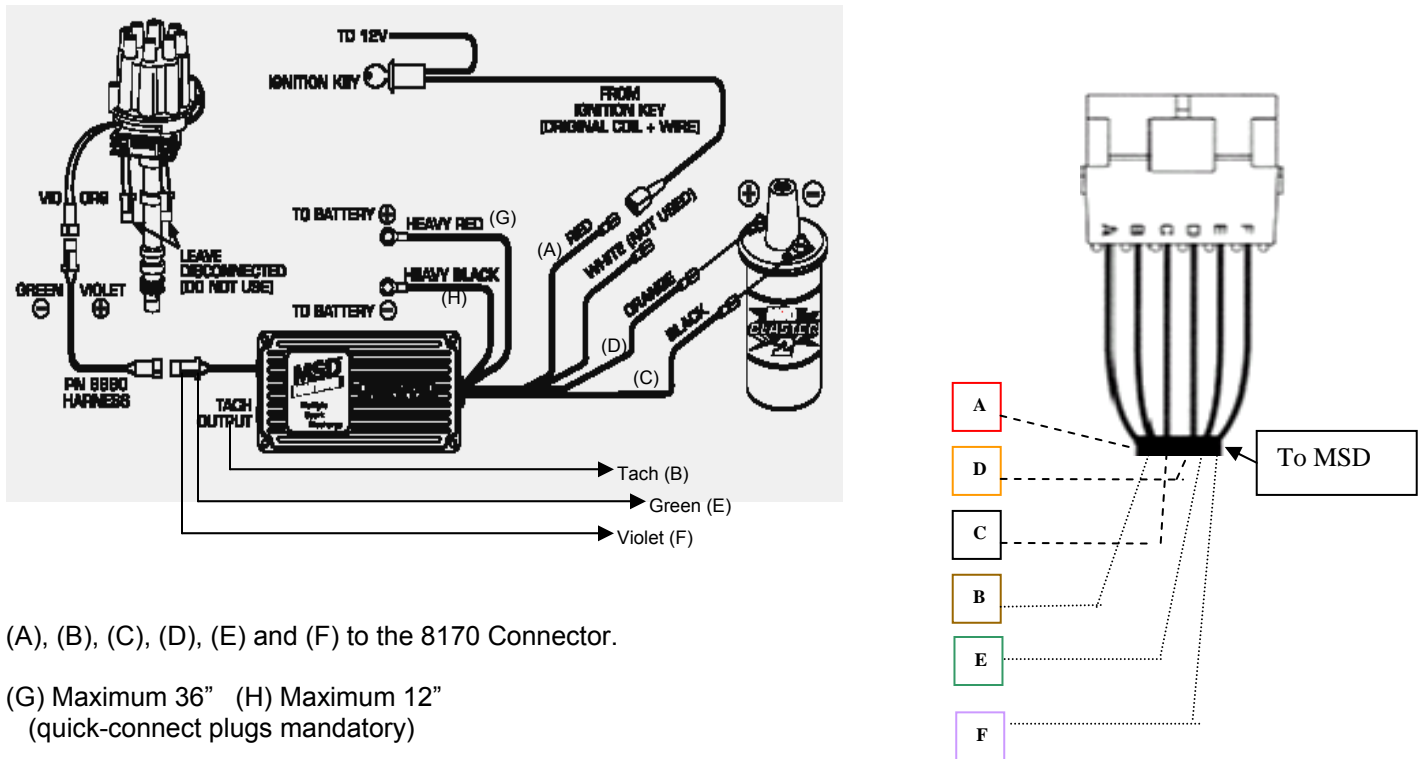
1. DIM R is measured at the A-posts and the inside edges of the doors.
2. DIM S is measured at the B-posts and the inside edges of the doors.
3. Dimensions T front, T rear and U are taken at the edge of the roof (not on the ledge where the window sits) and are measured from the floor up.

## 16. MSD WIRING DIAGRAMS



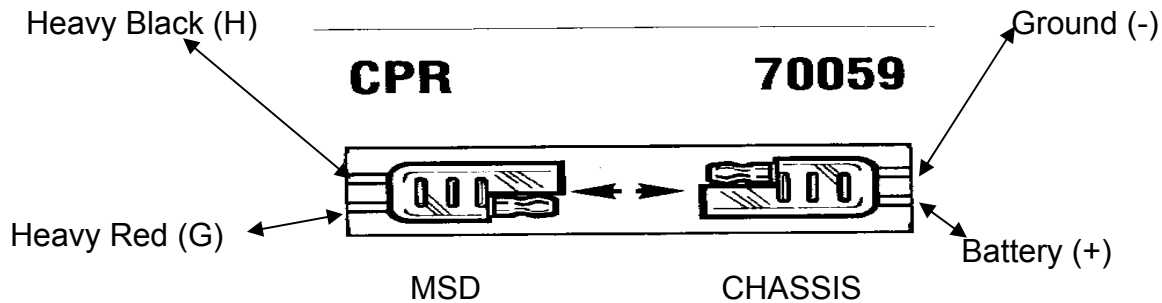
Above shows wiring order for connector installation on MSD 6AL and 6T Ignition Box

MSD 6AL Wiring Diagram



(A), (B), (C), (D), (E) and (F) to the 8170 Connector.

(G) Maximum 36" (H) Maximum 12"  
(quick-connect plugs mandatory)



## CRATE ENGINE PURCHASES and REPAIRS

- All GM 88958604 engines for regular competition on the Maritime Pro Stock Tour must come directly from General Motors to Forbes Chev-Olds Dartmouth, Nova Scotia, regardless from whom they are purchased. Once there, they will be serial numbered by MPST officials and made ready for pickup by the competitor. Initial sealing cost will be not less than \$25.
- Engines that need to come apart for maintenance or repair will be delivered to an MPST authorized General Motors technician at the expense of the competitor. Before the engine comes apart, it must be deemed necessary by the MPST authorized technician. It may require measuring certain items or values as provided by the manufacturer and not meeting those standards. Engines that are still operating and meeting the parameters set by the manufacturer may be refused a teardown. Teardowns will occur at a spot designated by the technician (metropolitan Halifax area). It will be the responsibility of the competitor to get the engine to the location, and to compensate the MPST technician at not more than current GM dealer hourly rates plus any travel expenses.
- All replacement parts will be the responsibility of the competitor. Only approved parts may be used. The engine will be dismantled or reassembled using the competitors' engine technician of choice but only in the presence of the MPST approved technician. Necessary machine work on an engine will be authorized by the MPST technician. The competitor can have the machine work done by whomever he chooses. It must meet the MPST technicians' initial requirement before it is allowed to be reused. Should it exceed the requirements initially determined, it will be declared illegal and must be replaced by a new OEM part.
- Engines will be limited to one rebuild (broken seal) before they are removed from MPST records (EIRI).
- Replacement bolts will be supplied by MPST and installed at a cost of no less than \$125 per set. Individual bolts are available as required. Head bolts - minimum \$23 each, Timing Cover and Oil Pan bolts – minimum \$13.50 each, Intake Manifold bolts – minimum \$14.50 each. The engine identification seal must also be replaced at a cost of no less than \$15.
- Should any GM sealing bolt or the identification tag supplied by MPST cause officials to suspect tampering, the engine could be declared illegal and could remain illegal until it is determined legal by the MPST technician. Any approval will be at the expense of the competitor.
- A FORD M-6007-Z351 SR may be tested under race conditions under the direction of officials.