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RACE CAR REGISTRY

# Certificate of Registration

This certifies that the NASCAR race car identified below has been verified and documented by the Registry Manager for Hendrick Motorsports.

Entry has been verified in the  
**Official Hendrick Motorsports Race Car Registry**  
on September 5, 2015

**2006 NASCAR Chevrolet Monte Carlo**

Chassis ID: **HMS-11-01-224**

Team/Driver: **#24 / Jeff Gordon**

Registry #: **HMS-24-002**

**Buck Kamphausen**

Owner

Rick Hendrick  
Team Owner

Registry Manager



Registry # HMS-24-002



RACE CAR REGISTRY  
**Documentation Report**

The following information has been verified and registered with the Hendrick Motorsports Race Car Registry for the race car identified as chassis HMS-11-01-224, a complete 2004 Jeff Gordon DuPont Chevrolet Monte Carlo.

**General Information**

- **NASCAR Division:** Sprint Cup
- **Manufacturer:** Chevrolet Monte Carlo
- **Racetrack Type:** Super Speedway
- **Race Team:** Hendrick Motorsports #24
- **Team Owner:** Rick Hendrick
- **Car Driver:** Jeff Gordon
- **Primary Sponsor:** DuPont

**Current Configuration**

- **Paint Scheme:** 2004 DuPont Flames
- **Engine:** Chevy SB2...JRH-437
- **Transmission:** Tex Racing T-101
- **Rear Gear Ratio:** 4.22 Gleason
- **Tires:** Goodyear Racing
- **Wheels:** 15" Aero Steel

**Race History**

		<b><u>Qual.</u></b>	<b><u>Finish</u></b>
<b><u>Bud Shootout</u></b>	<b><u>2/10/02</u></b>	<b><u>22</u></b>	<b><u>3</u></b>
<b><u>Bud Shootout</u></b>	<b><u>2/08/03</u></b>	<b><u>18</u></b>	<b><u>2</u></b>
<b><u>Bud Shootout</u></b>	<b><u>2/08/04</u></b>	<b><u>2</u></b>	<b><u>5</u></b>

**Engine Information**

- **Version:** Chevrolet SB2
- **Cubic Inch:** 358
- **Compression Ratio:** 11.96:1
- **Bore/Stroke:** 4.183"/3.260
- **Main Size:** 2.448"
- **Cam:** 234 int / 250 exh @ .050"
- **Oil System:** 6-Stage Dry-Sump
- **Ignition:** MSD Electronic
- **Distributor:** Moroso/HMS

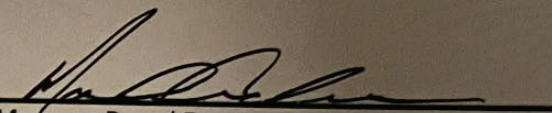
**Chassis Information**

- **Build Order Date:** November 2001
- **Style:** Super Speedway
- **In-Service:** Jan. 2002 thru 2005
- **Wheel Base:** 110"
- **Car #:** 2465
- **Retired:** 2005 as Back-up



## Certificate of Authenticity

This certificate verifies the Hendrick Motorsports' Monte Carlo race car, identified as 24-224, was actually raced by Jeff Gordon during the 2002 to 2004 NASCAR Sprint Cup seasons. Jeff raced this purpose-built superspeedway race car at Daytona three years in a row at the season-opening Bud Shootout race. He finished in the top-5 in all those races with a 2<sup>nd</sup> place finish in 2003. This race car was re-built complete by Hendrick Motorsports race shop employees, to Hendrick Motorsports specifications, using authentic Hendrick Motorsports raced parts.

  
Manager-Raced Parts

September 5, 2015  
Date



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844-524-4888 phone 704-453-2118 fax  
[www.HendrickMotorsportsRacedParts.com](http://www.HendrickMotorsportsRacedParts.com)

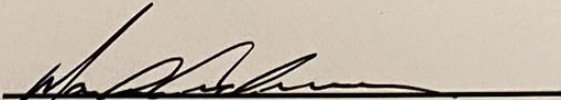
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around the oil tank that helps to maintain heat. For the start-



## Certificate of Authenticity

This certificate verifies the Hendrick Motorsports' SB2 engine block, identified as JRH-437, was maintained by the Hendrick Motorsports Engine Shop and was actually raced by Hendrick Motorsports' drivers during the 2005 thru 2009 NASCAR seasons.

The last SB2 engine built using block JRH-437 was installed in chassis 24-224.

  
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## SB2 Race Engine Start-Up Procedure

- Plug in individual electric cords into heater receptacles located on the "B"-Post on the left side driver's door. Receptacles are marked "Turbo" and "Wraps". Turbo is for quick heating and wraps are for the blanket wrapped around the oil tank that helps to maintain heat. For the start-up process both heaters should be plugged in.

**CAUTION:** The Turbo heaters, if left alone and unattended, will eventually boil/burn the oil, and has the potential for starting a fire in the oil tank. NEVER leave the Turbo heaters running if someone is not available to monitor the temperature. Never add oil to the tank with turbo heaters turned on. Exposed heaters glow red and can cause the oil to flash and ignite.

- With heaters plugged in, **remove the oil pump belt** located on the lower front of the engine by sliding the belt forward (towards the front of the race car) on the oil pump pulley and then removing it off of the crankshaft drive gear.
- Keep an eye on the temperature of the oil in the tank by plugging in a thermocouple thermometer. The thermocouple plug (small yellow) is also located next to the heater receptacles on the "B"-post. Chassis 48-253 also has a locally mounted temperature gauge viewable through the driver's side quarter window.
- **Once the oil temperature reaches 150 to 160 degrees F, go to the front of the engine and spin the oil pump (CLOCKWISE ONLY) using a 90 degree drill with a 3/8" allen-head socket. This allen-head socket will fit into the end of the red cone on the front of the oil pump. Use care to ensure proper engagement to prevent stripping the female portion of the red cone.** Spin the pump for 2-3 minutes to circulate the oil throughout the engine. You will notice the temperature in the tank will drop. Monitor the temperature until it again reached 150-160 degrees F. Then spin the pump again for 2-3 minutes. Repeat this process (heat up & spin pump) for a total of 3 to 4 times. This will make sure that there is plenty of heated oil throughout the engine and oiling system.
- After the final spin allow the temperature to heat back up to 160 degrees. During this time re-install the oil pump belt by hooking it around the crankshaft gear and then sliding it over the oil pump pulley. Make sure the side of the belt with the writing is facing up and the belt ribs are engaged with the pulley teeth.

**CAUTION:** Proper installation of the oil pump belt is IMPERATIVE prior to starting the engine. Failure to do so will result in potential for catastrophic engine failure

## SB2 Race Engine Start-Up Procedure (cont.)

- Engine Start-Up: Turn main battery switch on the dash to the On position, and start the engine. Adjust engine RPM with carburetor idle screw to approximately 2500rpm until engine has reached minimum operating temperature of 180 degrees F on the dash mounted oil temperature gauge. Once the engine temperature is up to temp, adjust idle back down to 1900 rpm. This will be your target idle speed.
- Make sure all gauges are working properly and that you have oil pressure. Oil pressure will vary with temperature. Good "rule-of-thumb" is that you are OK if operating above 25psi. The water pressure gauge will not work until the system (closed loop pressure system) has had time to pressurize. Be sure to check the sight tube on the side of the pressure tank to make sure you see water. Once system is pressurized the gauge should read 20 – 30 psi at operating temps.
- Basic Gauge Observations:
  - Oil Pressure – Once engine is running you should have pressure. Turn engine off if no pressure is registered on gauge within a minute or two of starting. Idle pressure should be around 25 -40 psi at temperature. Excessive pressures (100+psi) is unlikely, but should be investigated if it occurs.
  - Oil Temperature – Normal temp range should be 180 – 200 degF. Slightly higher temps may be experienced under race conditions, but temps 260 degF or higher indicate issues and should result in engine shut-down.
  - Water Temperature – Obviously, the cooler the better. Temperatures approaching 240 degF should be cause for concern. Shut engine off if temps exceed 240degF.
  - Water Pressure – Once system has pressurized, the water pressure should operate in the 20 – 30 psi range. Excess of 40 psi should be cause for concern. However, if all other gauges are in normal operating ranges, and you are not "pushing" water out the relief valve, you are probably OK. But take time to troubleshoot the system at your earliest opportunity.
- Oil Tank Capacity and Filling:
  - A DRY oil system requires approx. 5 gallons (20 Qts) of a 20W-50 motor oil, For non-racing use, a good quality retail brand motor oil is acceptable.
  - When the engine and oil have reached 160 – 180 degF and the oil pump has been rotated per above instructions, the oil level in the tank should be approx. 4 – 6 inches. To check the level, start by removing the left side quarter window. Remove the oil tank overflow hose and lid off the top of the oil tank box.. Stick a tape measure into the tank until it bottoms out. Remove the tape measure and read the oil level. Adjust as needed (remember to only add oil when turbo heaters are off!!).
  - It is also a good habit to inspect all around the engine, transmission, and rear gear assembly for leaks.



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Registry # HMS-24-002



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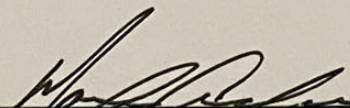
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# Jeff Gordon No. 24-224 2004 Chevrolet Monte Carlo



Hendrick Motorsports chassis No. 24-224 is a 2004 Chevrolet Monte Carlo that was raced by Jeff Gordon from the 2002 to 2004 Cup seasons. Built specifically as a superspeedway car, Gordon competed at Daytona International Speedway three years in a row in the season-opening Bud Shootout race. Gordon finished in the top five in all of those races with a top finish of second place in 2003.

This unique race car will be the first No. 24 offering by Hendrick Motorsports since Gordon announced that 2015 would be his last full season competing for the Sprint Cup championship. Restored with the collector in mind, this Hendrick Motorsports DuPont No. 24 race car comes complete with Certificates of Authenticity, extensive documentation and a collection of race-day photographs, as well as exclusive membership to the Hendrick Motorsports Certified Racecar Registry.

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For over 30 years, Hendrick Motorsports has been one of racing's premier organizations building and racing some of the finest race cars in the history of motorsports, amassing over 235 wins, and a record 11 championships in NASCAR's premier division, the Sprint Cup Series.

Built with winning as the main goal, our race cars have always been on the leading edge of racing technology. Now you have the unique opportunity to be a part of our racing history.

For the first time ever, Hendrick Motorsports is returning a select few of our historical race cars back to track-ready condition and offering them for sale. These investment-grade Certified Race Cars are fully restored to their former glory. Each race car comes fully documented and is entered into the exclusive Hendrick Motorsports Registry.

Be a part of this limited, once-in-a-lifetime opportunity with your very own Hendrick Motorsports Certified Race Car.

### 2011 Dale Earnhardt Jr. Chevrolet Impala – Chassis #88-616



Impala COT with R07 race engine campaigned by both Jeff Gordon and Dale Earnhardt Jr. during the 2010 and 2011 Cup seasons.

### 2004 Jeff Gordon Chevrolet Monte Carlo – Chassis #24-224



Chevrolet Monte Carlo raced by Jeff Gordon at the Daytona Bud Shoot Out races during the 2002 thru 2004 Cup seasons.

### 2010 Jimmie Johnson Chevrolet Impala – Chassis #48-558



Six-time Champion Jimmie Johnson raced this #48 Lowe's Chevrolet R07-powered Impala SS COT seven times winning from the pole at both Charlotte and Dover.

### 2006 Jimmie Johnson Chevrolet Monte Carlo – Chassis #48-267



#48 Jimmie Johnson Lowe's Chevrolet Monte Carlo purpose built as a Super Speedway Car (Daytona & Talladega) that won the 2005 Daytona Bud Shoot Out.

# 844-524-4888

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