

EAST ALABAMA MOTOR SPEEDWAY

2017 ALABAMA STATE CHAMPIONSHIPS & NATIONAL 100 TECHNICAL RULES

For technical question, please call the speedway at 334-297-2594 and speak with the tech man or e-mail your questions: [Click Here To E-mail Your Technical Questions](#)

****Please note that rule changes or corrections made after original posting of rules will be in Red**

General Rules For All Classes: Fire suit mandatory, Fire extinguisher mounted in reach of driver mandatory, RaceCeiver mandatory. No driver/crew radio communications. Gas only all divisions. No mirrors, No tire warmers. All weights are before race with driver. 1 lb. per lap burn off for heat, consoy & feature races. All cars are subject to inspection at any time. A weight penalty may be added for minor deviation in class rules, major deviations will result in car being placed in class that it is best suited for. These rules are intended for fair competition in all divisions. Cars will be placed in division that they are best suited to race in. Tech official's decisions are final. EAMS scales are the official scales of the weekend, it is the driver's responsibility to make sure they meet the minimum weight, not official's responsibility to make concessions. EAMS is not responsible for misinterpretation of the rules if you're not sure ask. All Classes: No chemical alteration of the tread carcass or tread compound. No tire softeners, no conditioners, no altering of tires with any natural or un-natural chemicals, no hazardous or un-hazardous components or chemicals which alter the factory set baseline settings of a given tire. All tires are subject to lab testing at any time. All sidewall markings must visible at all times. No buffing or removing of the compound markings. Hoosier Racing Tires, Sunoco Race Fuel, along with other parts available at the track. Good Luck and Good Racing to Everyone.

AIL LATE MODEL CLASSES: NO WINGS OR TUNNELS of any kind permitted underneath the body or chassis of car. 1 stone deflector can run from rear of motor plate to front of four bar brackets not to cover brackets. Not to exceed top of frame rail or bottom frame rail.

Alabama State & National 100 - Super Late Model: Open Engine - 2300lb 8" spoiler, Unlimited cubic inch with steel block 2250lb 8" spoiler, 362 cubic inch all steel, SAS/SUPR Spec Engine, GM CT525 (factory sealed) or GM Crate Engine 2250lb 8" spoiler. Engine placement 25 1/2" from center of ball joint to engine mid-plate, No electronic traction control, Gas only, LOLMDS Bodyrules.

Tire rule: Hoosier 1350, 1600, 70 or equivalent. All tires are subject to lab testing at any time. No chemical alteration of the tread carcass or tread compound. No tire softeners, no conditioners, no altering of tires with any natural or un-natural chemicals, no hazardous or un-hazardous

components or chemicals which alter the factory set baseline settings of a given tire. All sidewall markings must be visible at all times. No buffing or removing of the compound markings.

EAMS Late Model: GM 604 Crate Engine 2200lbs- 8" spoiler & side supports

NLMS Engine 2300lbs - Chevy, Ford & Mopar engines must meet all NLMS engine & carburetor specs. 8" spoiler & side supports

Southern Thunder Engine 2300lbs - Chevy, Ford & Mopar engines must meet all Southern Thunder engine & carburetor specs. 8" spoiler & side supports

Flat Top Engine 2350lbs - 362ci small block maximum, stock bore & stroke, flat top pistons only, flat tappet camshaft (roller camshaft add 75lbs), OEM lifter size ex. Chevy .842", 23 degree cast iron heads, Vortec, Bowtie, Vortec/Bowtie (25534351C), Dart Iron Eagle 180, NLMS Aluminum Spec Head allowed (any other steel 23 degree head add 50lbs), no ported or polished heads, heads may be angle milled. No titanium valves, crank or rods. Any carburetor & intake allowed. (Dry sumps add 50lbs) 8" spoiler & side supports

GM CT525 2350lbs - (50lbs must be in front of engine plate), any carburetor on GM CT525 8" spoiler & side supports

Body Rule: STLMS body rules. Engine placement 7" from center of ball joint to #1 spark plug.

Tire rule: Hoosier 1350, Crate 21, D21, Crate 55, D55, 1600 or any D70, All tires are subject to lab testing at any time. No chemical treating of tires allowed.

Crate Late Model: GM Crate Engine 602 - 2200lbs / GM Crate Engine 604 - 2300lbs. Engines must meet GM factory specs and rebuilt engines must meet GM rebuild specs. Must have all GM parts. Assemble height on GM 604 engine can be no less than the GM Specs of 1.780". Must have GM 604 stock valve springs. All engines must have factory GM sealing bolts, Crate Racine USA or Fastrak seals (No black market seals). Any other sealing systems call for approval. 1" carburetor spacer maximum on 604, 602 engine may run 2" carburetor spacer maximum. No TriY headers, Engine placement 7" from center of ball joint to #1 spark plug.

Body Rule: UCRA body rules, 8" rear spoiler & side supports allowed.

Tire rule: Hoosier Crate 21, SPEC 1350, Crate 55, SPEC 1600 or any D70, OK to groove & sipe tires. No grinding off of numbers or compound, any tire that has been altered will be illegal and confiscated. All tires are subject to lab testing at any time. No chemical treating of tires allowed.

602 Sportsman: GM 602 Stock Engine - 2400lbs / GM 602 Rebuilt Engine - 2450lbs 50lb weight break for head and neck restraint and/or full containment seat.

Engine Rule: Any 4 barrel carburetors. No Tri-Y headers, Crate engines may have 1" carburetor spacer. Crate engines must have factory GM seal bolts, EAMS or Crate Racine USA seals. Crate engines must meet GM factory specs and rebuilt engines must meet GM rebuild specs. Crate engines must have GM stock valve springs.

Suspension Rule: 3 link or 4 bar rear suspension ok. One working shock per wheel except left rear, No single or double adjustable shocks allowed. No canister style, remote or externally adjustable shocks permitted.

Fuel: No CHP or equivalent, or alcohol. E-85 Ok

Body Rule: UCRA body rules. 8" Spoiler & Side Supports. Engine placement 7" from center of ball joint to #1 spark plug.

Tire rule: any Hoosier 1350, Crate 21, D21, Crate 55, D55, 1600, or any D70, All tires are subject to lab testing at any time. No chemical treating of tires allowed.

Hobby: 50lb weight break for Hans or containment seat. Built Engine - 2900lbs, GM 602 Stock Engine - 2900lbs, GM 602 Rebuilt Engine - 2900lbs. GM 602 crate engine must have factory GM seal bolts, EAMS or Crate Racine USA seals. Crate engines must meet GM factory specs and rebuilt engines must meet GM rebuild specs. Crate engines must have GM stock valve springs.

Engine Rule: 362ci small block limit, stock bore .060 overbore permitted, stock stroke crank 48 lbs minimum, flat top pistons, flat tappet hydraulic camshaft & lifters must be OEM diameter to make of engine, ex. Chevy .842", Factory production cast iron heads. Vortec 062, 906, Engine Quest #CH350C & #CH350F, Racing Head Service Vortec replacement #12402 & #12407, World Products heads #4360 or #4361 are the only heads allowed. Vortec 062 cylinder heads permitted with following specs: 175cc intake runner volume max, 64cc maximum exhaust runner volume. NO bowtie, dart or angle plug heads. Ford may run GT40 cast iron head no SVO heads. No porting or polishing heads, intake or carburetor, no factory performance or aftermarket heads except the ones specified here, Chevy 350 valve size 1.94 & 1.5 (Oversize valves add 50lbs), Stainless steel valves ok, undercut valve stems ok, no titanium valves, steel valve retainers & keepers only. Stud mounted roller rocker arms, any cast iron or aluminum dual plane intake, Edelbrock #5001 allowed (Open plenum intake add 50lbs). Carburetor vacuum secondary only, Holley 600cfm maximum, EAMS Spec 1850 carburetor, no hp carburetors, no double pumpers, no down leg boosters. All carburetors checked with go-no-go gauges, 1" carburetor spacer allowed, headers allowed, No Tri-Y headers. Any stock type electronic ignition with stock appearing coil & module. No MSD boxes or spark enhancing devices. Triple disc clutch allowed, stock type transmissions only. Bert, Brinn, or Falcon type transmissions allowed. No reverse bellhousing, 153 tooth flywheel or flex plate required, automatics must have torque converter, no dump valves.

Suspension Rule: Stock chassis, jack bolts ok, 9" ford allowed floater ok (Quick change rear-end with steel tubes add 50lbs). No 4-bar suspension, spring loaded torque links on leaf spring cars OK, biscuit bar or solid bar OK, 1 shock per wheel only, No single or double adjustable shocks allowed. No canister style, remote or externally adjustable shocks permitted. (Cars less than 108" wheelbase must add 75lbs).

Body Rule: Stock appearing aftermarket steel or aluminum bodies with stock type nose pieces, after market Five Star or Performance body OK, maximum rear deck height 37", 72" body width weight penalty for too wide or flared sides, 47" from center front hub to front of nose No wedge type or late model style bodies cars with these style bodies must run Super Street. Weight penalty for unapproved bodies or moved to another class at tech inspector's discretion. 6" spoiler.

Tire rule: Hoosier Spec 1350, Crate 21, D21, Crate 55, D55, HTS1600 or any D70. Any steel wheel (Aluminum wheels add 100lbs). All tires are subject to lab testing at any time. No chemical treating of tires allowed.

Street Stocks: Click here for the [NeSmith Street Stock Rules](#) which will be utilized for this class.

Cruiser: Weight Rule: 3200lbs. 112" wheel base or longer cars deduct 100lbs. Camaro or Nova type cars add 100lbs.

Engine Rule: 362ci small block maximum, no 400 engines or big blocks, stock stroke crank 48lbs minimum, stock length cast or forged steel I-beam rods only, 060 overbore permitted, pistons may be cast or hypereutectic, four eyebrow pistons only eyebrow size must be consistent for all 4 eyebrows, seal power / TRW #LW2256F allowed, rings must be minimum 1/16th, Hydraulic cam and lifters 450 lift (over 450 lift add 50lbs), no 4-7 swap cams, lifters must be OEM diameter to make of engine, ex. Chevy .842", factory production open chamber steel heads 70cc minimum only. After market stock replacement heads allowed with same specs as stock 70cc minimum chamber, open chamber, all other specs same as original specs. No porting or polishing heads, intake or carburetor. Must have 1.94 intake and 1.5 exhaust valves, steel valve retainers & keepers only, stock rockers only, no roller or roller tip rockers. Cast iron low rise intake only, no bowtie intakes, Carburetor vacuum secondary only, Holley 600cfm maximum, EAMS Spec 1850 carburetor, no hp carburetors, no double pumpers, no down leg boosters. All carburetors checked with go-no-go gauges, 1" carburetor adapter allowed. No quadrajets. Stock cast iron exhaust manifolds only. (Headers add 50lbs) No step headers. Mufflers allowed, 8" maximum collector length Any stock type electronic ignition with stock appearing coil & module. No MSD boxes or spark enhancing devices. Stock type single disc clutch only, no triple disc or couplers, fly wheel 14 lb. minimum. Stock type transmissions only, no bert or brinn type, automatics must have torque converter, no dump valves.

Suspension Rule: Stock suspension only. Stock steering parts only. Tubular upper control arm & jack bolts add 50lbs. 9" Ford rear – end allowed

Body Rule: Factory steel bodies only. Full stock firewalls and floor pans mandatory, must have rocker panels. Weight penalty for excessive hulling at tech director's discretion.

Tire Rule: Any DOT approved 8" street tire or Hoosier H500. 8" steel wheels only. All tires are subject to lab testing at any time. No chemical treating of tires allowed.

Hot Shots: Weight Rule: 2000 lb minimum, 1lb per cc of engine size

No GM rear wheel drive cars. No all-wheel drive cars. No low profile cars such as Camaro, Firebird, or Mustang. Complete stock body with stock frame & suspension components in stock location. Six point roll cage mandatory and must be approved. Hulling only on driver's side door for roll cage. Racing seat and safety belts mandatory. Fuel cell may be used.

Driveline: Front wheel drive only. Rear-end must be stock for make and model. No locked differential.

Engine Rule: Must be stock for make. (Chevy in Chevy, Ford in Ford, Buick in Buick, etc.) No modifications. 4 cylinder engines only. Only approved turbos & superchargers. Stock exhaust must run at least past the driver's doorpost. Stock air filter and breather. Stock ignition. Alternator must work and be in original position. Battery must remain in original position and be securely mounted. Stock automatic or stock standard transmission. Brakes Must remain stock for make and model of car, No adjusters.

Suspension Rule: No altering in any way. Stock shocks in stock position. No adjustable or aluminum shocks.

Body Rule: 2 door or 4 door cars allowed. All glass must be removed. Windshield may remain if desired. May remove back seat must cover opening with metal. Doors Must be welded shut. Dash must remain intact. No cutting of body anywhere. No frame altering, weight penalty for excessive hulling.

Tire Rule: Maximum tire size P235 70 R15 Highway DOT tires only. No racing tires. All 4 tires must be same size. (Example: 13, 14, 15, or 16 inch all the way around.) 7" Maximum width wheels, 1" Tolerance. May be double centered. Oversized lug nuts required on steel wheels. All tires are subject to lab testing at any time. No chemical treating of tires allowed.

Alabama State Only - Open Wheel Modified: Tire Rule Hoosier G60 Only. UMP/IMCA Technical Rules. No engine claiming. All tires are subject to lab testing at any time. No chemical treating of tires allowed.