

EAST ALABAMA MOTOR SPEEDWAY

2012 BOMBER TECHNICAL RULES

Rules new for 2012 will be highlighted in **Blue.

Please note that rule changes or corrections during the season will be in **Red.

****Last updated on 4-20-12.**

This division is open to any 1955 or newer sedan. NO station wagons, pick up trucks.

DRIVER ELIGIBILITY:

A. Anyone with prior racing experience must be approved by EAMS to compete in the Bomber division.

WEIGHT:

A. **3250lb with driver. Floater rearend add 50lbs.**

B. Crate engine 602. GM crate engine must have factory GM, GM/RM seals, EAMS or Crate USA seals. Any tampering above the seal bolts will result in a 30 day suspension from EAMS. Any tampering inside the sealing system will result in a 1 year suspension from EAMS, and engine will be confiscated.

C. Cars with 112" and longer wheelbase deduct 100lbs

ENGINE:

A. NO high performance equipment or machine work permitted, unless otherwise noted here.

B. ONLY stock factory street production V-8 or V-6 engines permitted. Engine must be mounted in stock location, center of chassis, #1 spark plug must be in line with or in front of upper ball joint.

C. GM (Buick, Olds, Pontiac, or Chevy) 350 c.i.d., Ford 351 c.i.d., Chrysler 340 or 360 c.i.d. Engines must be stock bore and stroke, 0.60ths over bore permitted.

D. NO big blocks permitted.

E. Deck may be surfaced, but pistons may not exceed the top of the block.

F. Any steel wet sump racing oil pan permitted. NO Aluminum oil pans. **NO power pouch kick out oil pans.**

G. NO engine interchanging. Car and engine must be same manufacturer.

H. Engine balancing permitted.

CRANKSHAFT:

A. Stock factory production steel or cast iron cranks ok. Eagle cast crank p/n 103503480 is allowed. This is the ONLY after market crankshaft allowed, and must have factory casting numbers intact. NO KNIFE EDGING or LIGHTENING OF CRANKS. Crankshafts must be stock stroke to size of engine. NO stroking or D-stroking.

CONNECTING RODS:

A. Stock steel rods or stock appearing I-beam Eagle replacement rods. NO High End Sportsman rods, must have 3/8 rod bolt may be bushed on small end. MUST be stock length to the engine. No H-beam rods. Example, 350 Chevrolet 5.7" maximum.

PISTONS:

A. Pistons: Cast or forged flat top pistons ONLY. 2 or 4 eyebrow pistons required. No gas porting, No dome pistons. **Ring thickness minimum 1.5 x 1.5 x 3mm.**

CAMSHAFT & LIFTERS:

A. Hydraulic flat tappet camshafts ONLY. .450" maximum lift for Chevrolets. .450" maximum lift for Chrysler. .458" maximum lift Ford Windsor. .468" maximum lift Ford Cleveland. Maximum lift applied to intake and exhaust & includes rocker ratio. Measure at push rod.

B. NO solid lift cams. NO anti pump up or Rhoads lifters permitted. Lifters must be stock diameter to make of engine. Example .842" Chevrolet, or .875" Ford.

C. Timing chains only. No gear drives.

CYLINDER HEADS:

- A. Factory production steel heads. [Vortec 062, 906, Racing Head Service Vortec replacement #12407 allowed.](#) [RHS heads can be purchased at ASA Performance 706-478-9560.](#) 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.
- B. Multi angle valve job permitted. NO porting, polishing, squaring, or epoxying of ports
- C. [Milling of heads allowed.](#)
- D. Screw in studs or guide plates permitted. Rocker studs may be pinned,
- E. NO roller or roller tip rocker arms. NO stud girdles. Poly locks allowed.
- F. Stainless steel valves allowed. Valve sized... Chevrolet 350 1.94" maximum intake & 1.5" maximum exhaust. Ford, Chrysler, and other GM products must be stock sizes. Stock diameter valve stems.
- G. Steel valve retainers & keepers ONLY. NO aluminum, titanium, or other exotic material retainer. Any valve spring.
- H. No mismatching of Cleveland or Windsor heads.

INTAKE:

- A. Cast iron or aluminum factory production low profile intakes permitted.
- B. May run aftermarket aluminum dual plane intake manifold. ONLY intakes permitted to use are Edelbrock 2101, 2701, [5001](#) or 7101. Weiland 8120 or 8150. Summit Racing 226008, 226012 or 226014.
- C. Vortec Heads may run Edelbrock #7116 or 2116 or GM # 12366573 (same as on 602 crate engine), Weiland 8120 or 8150. These are the ONLY intakes allowed with Vortec Heads.
- D. NO porting, polishing, squaring, or epoxying of intake ports, plenum, or runners. NO milling or hogging out plenum.
- E. [One 1" carburetor spacer or one 1" adapter plate permitted on all engines.](#)
- F. Ford Motorsport low profile aluminum intake permitted.

CARBURETOR:

- A. 1 stock dual or single line, single pump, vacuum secondary 4 barrel Holley carburetor ONLY .600 cfm maximum. [No down leg boosters.](#)
- B. EAMS dual line spec 600cfm carburetor OK.
- C. Air horn may NOT be removed.
- D. NO porting, polishing, or modifying of venturies. NO altering of boosters, throttle shafts, butterflies, or throttle plate.
- E. NO double pumpers permitted. Carbs checked with no-go gauges made to Holley specs.
- F. Crate motor must run above carburetor.

FUEL SYSTEM:

- A. [Stock type fuel pumps allowed. No electric pumps.](#)
- B. Fuel cell required must be securely mounted.
- C. Fuel must not check above +-5 on electric fuel checker when calibrated with EAMS track racing fuel.
- D. Sunoco racing fuel available at track.
- E. NO VP CHP, NO ALCOHOL, NO NITROUS OXIDE, GAS ONLY.
- F. Approved fire extinguisher with gauge required and must be securely installed in reach of driver.

IGNITION SYSTEM:

- A. Stock electronic ignition system permitted.
- B. HEI style distributor with coil in cap permitted. NO MSD 6A or 6AL ignition boxes.
- C. Stock appearing coil and ignition module permitted.
- D. Ford allowed HEI type aftermarket distributor.

COOLING SYSTEM:

- A. Cast iron or aluminum water pump.
- B. Stock or aftermarket V-Belt systems only.
- C. Aluminum radiator allowed.

EXHAUST SYSTEM:

A. Stock factory exhaust manifolds or chassis type collector headers. Headers must turn under firewall and have collectors. Must be economy style header. No stepped tube headers, headers must be the same diameter from head flange to collector.

TRANSMISSION AND REAR END:

- A. Stock factory production manual, or automatic transmissions ONLY. Automatic's MUST have stock type, and size torque converters. NO lock ups or shut off valves allowed.
- B. Stock factory production rear ends. **May run floater rearend add 50lbs. NO wide 5 hubs.**
- C. GM cars may run Ford 9".

CLUTCH:

- A. 10" or 10 1/2" single disc clutches ONLY. Must have diaphragm or finger type pressure plates ONLY.
- B. Puck style clutch disc allowed.
- C. Steel flywheels ONLY, 15lb minimum, Pressure plate 13lb minimum.
- D. NO aluminum flywheels, multi-disc clutches, or RAM couplers allowed.
- E. Ford may run 11" 15lb aluminum flywheel.

ENGINE POSITION:

A. Engine must be mounted in stock location, center of chassis, #1 spark plug must be in line with or in front of upper ball joint.

BRAKES:

- A. Drum brakes or rear disc brakes. Rear disc brakes must have STOCK single piston calipers ONLY, NO aftermarket or aluminum calipers allowed. Rotor Hats must be STOCK steel, NO Aluminum or aftermarket rotor hats.
- B. Stock type brakes systems or dual master cylinders allowed.

STEERING:

A. Stock steering ONLY. Quick steers permitted. NO RACK-N-PINION STEERING.

FRAME AND SUSPENSION:

- A. Minimum wheel base 108".
- B. 1/2" wheel studs minimum and 1" lug nuts mandatory.
- C. All frames must be completely STOCK from front clip to rear clip. NO altering, shortening, or interchanging of any kind.
- D. Upper & lower control arms must be stock factory production control arms, and MUST be mounted in original locations with NO cutting, lengthening, shortening of any kind. NO interchanging. Front & Rear control arms.
- E. Uni-body cars may not be connected. Stock shape of uni-body may not be altered in any way.
- F. NO reese bars, J-bars, torque links, weights jacks or any other traction-enhancing device allowed.
- G. Stock type shocks ONLY, MUST be mounted in stock location.
- H. Stock type suspension ONLY. Leaf spring cars must have leaf springs ONLY, mounted in original position. Coil spring cars must have springs mounted in stock location, and use stock trailing arms. Urethane bushings permitted.

BODY:

- A. All bodies must be stock steel bodies. **NO fiberglass or aluminum body panels allowed except hoods.** Fenders and quarter panels may be cut for wheel clearance ONLY. Five Star "Street Stock" steel replacement body panels allowed, must be the 101S body package or individual items stock replacement parts. NO homemade doors, fenders, quarter panels, deck lids, hoods or roofs allowed.
- B. Doors must be welded or bolted shut. After market nose, and rear bumper pieces permitted.
- C. Quarter panels must remain in original position. Cars with raised quarter panels or deck lids will be ruled illegal.
- D. 6" spoiler allowed, 6" total material, spoiler supports must be a maximum 6" high x 18" long, Maximum of 3 spoiler supports. Spoilers must be mounted rear of deck lid, and be no wider than factory deck lid, Camaro's may run full factory GM spoiler.
- E. Stock bumpers ONLY. No heavy pipe reinforcements behind bumper, lightweight tube bracing ONLY allowed. NO push bars allowed in front of bumper.
- F. Stock unaltered floor pan, firewall and trunk must be retained. No hulling permitted except front doors for roll cage. **Weight will be added for excessive hulling.** Dashboard may be replaced with sheet metal. All holes in floorboard and firewalls must be covered with sheet metal. Complete bumper-to-bumper uni-body must be retained. Must have stock bumpers. No bump bars of any kind. May have radiator protection bar, cannot extend past front bumper. Rear of car must be closed in. NO open rears.

WHEELS AND TIRES:

- A. Track tire EAMS Spec economy D30 Hoosier Racing Tires only.
- B. No inner liners.
- C. No tire softeners permitted. Tires will be subject to durometer hardness test at any time to determine legality.
- D. Steel wheels ONLY. 10" maximum width. NO aluminum wheels. NO wide 5 wheels or adapters. 10" steel bead lock allowed on right front & right rear ONLY.

SAFETY:

- A. Approved helmet and full fire resistant driver's suit required.
- B. All cars must have a minimum 2 lb. Fire extinguisher mounted inside of car within easy reach of driver.
- C. Stock seat with headrest okay. Racing seat recommended. Seat must be bolted with a minimum of 6 3/8" bolts to bars that are welded to roll cage. Must have 3-point quick release type racing seat belt with shoulder harness 3" wide. Must be bolted to roll cage with minimum of 3/8" bolt.
- D. 6-point roll cage required and must be welded to frame rails and all connections must be fully welded. All cages must be a minimum diameter of 1 1/2" and minimum .090 wall thickness. A minimum of 3 horizontal bars is required in the driver's door and a minimum of 2 in the passenger door. Roll bar installation and workmanship must be approved.
- E. Additional safety requirements are outlined in Section D of General Rules for all Divisions.

PROTEST:

- A. Top End - \$300 Built Motor - \$400 Crate Engine. \$50 will be retained by track.
- B. Bottom End - \$300 Built Motor - \$400 Crate Engine. \$50 will be retained by track.
- C. Must protest Top End to protest Bottom End.
- D. Crate motors may be protested.
- E. Visual protest \$25- \$25 will be retained by track.
- F. Fuel protest \$50 - \$50 will be retained by track.
- G. Clutch \$150 - \$75 will be retained by track.