

EAST ALABAMA MOTOR SPEEDWAY

2012 HOBBY 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 3-5-12.**

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

WEIGHT:

A. 3200 lbs with driver.

B. 3100lb with 602 crate motor.

C. GM Crate engine must have factory GM seals, GM/RM seals, EAMS or Crate USA seals.

ENGINE:

A. ONLY stock production steel V-8 or V-6 engines must be inline with #1 spark plug to top ball joint NO TOLERANCE. GM crate motor # 88958602 allowed. Solid motor mounts permitted.

B. 362 cubic inches maximum, Chevy 350, Ford 351, 374 cubic inches for Chrysler. MUST utilize stock bore and stroke combinations. Small block engines ONLY. No big blocks.

C. .060ths over bore permitted on all engines. Block may be surfaced, pistons may not exceed top of block more than .010ths, measured with out head gasket.

D. Engine crossovers permitted.

E. Engine balancing permitted.

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

CRANKSHAFT:

A. Steel or cast factory production crank shafts ONLY. 50lbs minimum. Cranks must be stock stroke to engine. Example, 3.48" maximum for 350 Chevrolet. NO sportsman crankshafts, NO knife edging. Eagle or Scat crankshaft OK must meet above rules!

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. Flat tappet hydraulic camshafts ONLY. Lifters must remain stock diameter to make of engine. Example .842" for Chevrolet, and .875" for Ford.

B. NO solid lifter cams or roller cams.

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. World Products heads (#4360 or #4361 only). NO bowtie, Dart, SVO. Ford may run GT40 steel head.

B. NO angle plug heads, except Ford or Chrysler.

C. **Angle milling of heads allowed.**

- D. Multi angle valve job permitted. NO porting, polishing, squaring, or epoxying of ports.
- E. Valve size Chevrolet 1.94" intakes and 1.5 exhausts. Ford, Chrysler must remain stock sizes.
- F. Stainless steel valves permitted, undercut or tulip stem valves ok.
- G. Screw in studs and guide plates permitted.
- H. Roller tip rockers. Aluminum rockers and stud girdles permitted. No shaft mounted rockers.
- I. Steel valve retainers ONLY. Any spring permitted.
- J. Valves will be removed during protest

INTAKE:

- A. Any cast or aluminum dual plane intake. Edelbrock #5001 allowed.
- B. [Open plenum intake add 100lbs.](#)
- C. [NO port matching.](#) NO porting, polishing, or epoxying of runners permitted.
- D. 1" Carburetor spacer allowed.

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. Racing fuel cell mandatory.
- 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.

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.

COOLING SYSTEM:

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

EXHAUST SYSTEM:

- A. Chassis type collector headers ONLY. NO 180, or Tri-Y headers permitted. Cross Over Headers Permitted, all 4 tubes from the same side of the motor must go into the same collector.

TRANSMISSION AND REAR ENDS:

- A. Standard or automatic transmissions ONLY. Automatics must have full size torque converters 10" Minimum, NO shut off valves.
- B. NO Bert, Brinn, Jerrico or Tex transmissions.
- C. Stock type rear ends. Locked rear ends permitted. May run floater rear end with wide 5 hubs, (NO Bird cages) all rear end mounting brackets MUST be welded to rear end housing.
- D. Drive shaft must be steel, painted white, and have steel drive shaft loop front and rear.

CLUTCH:

- A. 10 or 10 ½” Single disc clutches only.
- B. Puck style clutch disc allowed.
- C. Steel flywheels ONLY. 15lb minimum.
- D. NO multi disc clutches, aluminum flywheels, or RAM couplers.
- E. Ford may run 11" 15lb aluminum flywheel.

ENGINE POSITION:

- A. Engine must be inline with #1 spark plug to top ball joint NO TOLERANCE.

BRAKES:

- A. 4 wheel brakes mandatory, stock type O.E.M. automotive disc brakes ONLY! No Aluminum calipers or rotors.
- B. Dual master cylinders permitted. Brake adjusters permitted.
- C. Rear disc brakes allowed. Must be OEM automotive type. No Aluminum calipers or rotors.

STEERING:

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

WARNING PLEASE READ: Remember this is not Late Model or Limited Sportsman so don't build a Late Model or Limited Sportsman chassis to race this division!!!!

FRAME:

- A. 108” wheel base minimum.
- B. Frame must be stock from front clip to center of rear end, minimum of 2”x 2” tubing from center of rear end to rear bumper.
- C. Camaro frame cars or any uni-body car must run leaf spring rear suspension mounted in stock location.
- D. Front frame horns must remain stock may be cut in front of steering box.
- E. No offset frames. No jig chassis.
- F. Rear snout to center of rear end must be complete NO scabbed in rails.
- G. Any chassis or suspension found not to comply with rules, or considered to have too much of a performance advantage will be required to add weight or move up a division, at tech officials discretion.

FRONT SUSPENSION:

- A. Safety Hubs and Spindles OK.
- B. Lower control arms must be stock and mounted in original locations.
- C. Tubular upper A-arms permitted. Stock lower A-arms only.
- D. NO coil-overs.
- E. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.
- F. Weight jacks permitted.
- G. All coil springs must be a minimum of 5” diameter.
- H. 50 lb weight penalty for shortened front snout. Weight must be in front of bell housing.
- I. Camaro snout cars must have full length frame horns under body or add 50 lbs.

REAR SUSPENSION:

LEAF SPRING CARS:

- A. Leaf spring sliders permitted on rear only.
- B. No coil overs or coil springs allowed.
- C. Upper link, rubber bushing torque link or spring loaded type upper link permitted on leaf cars.
- D. 1 90/10 brake shock allowed. Mounted center of rear end center of chassis.
- E. No 5th coil, lift bar & reese bar, etc.
- F. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.

COIL SPRING CAR:

- A. Rear springs may be bucket mounted, NO sliders, or coil over eliminators.
- B. Rear springs must be mounted in original stock location or 100 lb penalty. Weight must be in center of car.
- C. Rear end must remain in the center of the chassis.
- D. All coil springs must be a minimum of 5" diameter.
- E. NO coil overs.
- F. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.
- G. Weight Jacks Permitted.
- H. NO 5th coils, reese bars or additional lift bars allowed.
- I. 3 link rear suspension with J-bar allowed with solid top link or rubber biscuit bar Only. No spring loaded torque links. 1 90/10 brake shock allowed. Mounted center of rear end center of chassis.

STOCK BODY:

- A. Stock appearing steel bodies. Fenders and quarter panels may be cut for tire clearance. Hulling allowed.
- B. Doors must be welded or bolted shut.
- C. Fiberglass hood permitted. Only aluminum doors permitted.
- D. No homemade nosepieces, No heavy pipe or railroad irons.
- E. No push bars in front of bumper.
- F. 6" spoiler maximum, spoiler may not be wider than rear of car, and supported with a maximum of 3 triangular supports not to exceed 6" high at rear of support, and not more than 2" high at front of support. May use 1" wide flat aluminum for support. Crate motor may run 8" spoiler.
- G. Must have front and rear tow hooks.

AFTER MARKET BODY:

- A. **STOCK APPEARING** Aftermarket Steel bodies will be allowed. All aftermarket bodies must have Stock Appearing plastic nose, No Dirt Late Model nosepieces allowed. Roofs must be **STOCK APPEARING** Fiberglass or Steel, No Dirt Late Model style aluminum roofs. Hood may be fiberglass, aluminum or steel. If you use an aftermarket body install it right, No flat-sided bodies body sides must have a body brake or rounded shape, No Dirt Late Model Style Bodies allowed. All bodies must be mounted Straight up this means your roof is mounted exactly in the center of the chassis (left to right) All bodies stock or aftermarket are subject to approval by the technical inspector. (Install it right the first time) Body sides and roof must look like the nose of the car they are representing, Camaro nose must have a camaro style roof, Monte Carlo nose must have Monte Carlo roof. Body Maximum 72" wide at any point, rear of body may NOT taper in more than 4" from widest point of sides. 37" high from ground to top of body side at any point, 45" from center of front hub to furthest most forward point of nose piece. **Interior aluminum and decking may not be more than 4" lower than height of fenders, doors, and quarter panels.**
- B. Any bodies that don't meet body rules may be subject to a weight penalty or moved out of the class until problem is corrected at tech directors discretion.
- C. 6" x 72" spoiler maximum, spoiler may not be wider than rear of car, and supported with a maximum of 3 triangular supports not to exceed 6" high at rear of support, and not more than 2" high at front of support. May use 1" wide flat aluminum for support. Crate motor may run 8" spoiler.
- D. Must have front and rear tow hooks.

WHEELS AND TIRES:

- A. Steel wheels ONLY, reinforced racing wheels recommended, stock type or wide 5 lug pattern allowed.
- B. 12" maximum width on wheels, steel bead lock allowed on right front & right rear ONLY.
- C. NO aluminum wheels.
- D. Wide 5 adapters allowed.
- E. Track tire Spec/Crate 21, Spec 1350 or Spec/Crate 55 Hoosier Racing Tires only.
- F. No inner liners.
- G. No tire softeners permitted. Tires will be subject to durometer hardness test at any time to determine legality.

SAFETY:

- A. Full roll cage required; brace bars may pass through firewalls.
- B. All weights must be bolted on with 3/8" bolts minimum and painted white.
- C. All holes in firewalls and floorboards must be covered.
- D. Seat with 3" racing belt and shoulder harness required. Seat must be fastened to roll cage and not to floor.
- E. Battery may be moved but must be strapped securely with metal straps and completely covered if in driver's compartment.
- F. Approved helmet and full fire resistant driver's suit required.
- G. All cars must have a minimum 2 lb. Fire extinguisher mounted inside of car within easy reach of driver.
- H. 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. Visual protest \$25 - \$25 will be retained by track.
- E. Fuel protest \$50 - \$50 will be retained by track.
- F. Clutch \$150 - \$75 will be retained by track.