



2018 Hobby Rules

**CHANGES will be highlighted in BLUE.

**Last updated on 2-01-18.

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

WEIGHT:

1. Built Engine 2900lbs with driver.
2. 602 Rebuilt Crate Engine 2800lbs with driver.
3. 602 Stock Crate Engine 2750lbs with driver.
4. GM Crate engine must have factory GM seals, EAMS or Crate Racin' USA seals.
5. All cars MUST have weight posted on RIGHT side of roof.

NOTE: 50 lbs. weight break for head and neck restraint and/or full containment seat.

ENGINE:

1. ONLY stock production steel V-8 or V-6 engines must be in line with #1 spark plug to top ball joint NO TOLERANCE. GM crate motor # 88958602 allowed. Solid motor mounts permitted.
2. 362 cubic inches maximum, Chevy 350, Ford 351, 374 cubic inches for Chrysler.
3. MUST utilize stock bore and stroke combinations.
4. Small block engines ONLY.
5. NO big blocks.
6. .060ths over bore permitted on all engines. Block may be surfaced.
7. Engine crossovers permitted.
8. Engine balancing permitted.
9. Any steel wet sump racing oil pan permitted.
10. NO Aluminum oil pans.
11. NO power pouch kick out oil pans.

ENGINE POSITION:

Engine must be in line with #1 spark plug to top ball joint NO TOLERANCE.

CRANKSHAFT:

1. Steel or cast factory production crank shafts ONLY.
2. 47lbs minimum.
3. Cranks must be stock stroke to engine. Example, 3.48-inch maximum for 350 Chevrolet.
4. NO sportsman crankshafts.
5. NO knife edging.
6. Eagle or Scat crankshaft OK. MUST meet above rules.

CONNECTING RODS:

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



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PISTONS:

1. Cast or forged flat top pistons ONLY.
2. 2 or 4 eyebrow pistons required.
3. NO gas porting.
4. NO dome pistons.
5. Ring thickness minimum 1.5 x 1.5 x 3mm.

CAMSHAFT & LIFTERS:

1. Flat tappet hydraulic camshafts ONLY. Lifters must remain stock diameter to make of engine. Example .842-inch for Chevrolet and .875-inch for Ford.
2. NO solid lifter cams or roller cams.
3. Timing Chains ONLY.
4. NO Gear Drives.

CYLINDER HEADS:

1. Factory production cast iron heads. Vortec 062, 906, Racing Head Service Vortec replacement #12402 & #12407 allowed.
2. Engine Quest #CH350C & #CH350F allowed.
3. Vortec 062 cylinder heads permitted with following specs: 175cc intake runner volume max, 64cc maximum exhaust runner volume.
4. World Products heads (#4360 or #4361 only).
5. NO bowtie, Dart, SVO.
6. Ford may run GT40 steel head.
7. RHS-20301 allowed.
8. NO angle plug heads, except Ford or Chrysler.
9. Angle milling of heads allowed.
10. Multi angle valve job permitted.
11. NO porting, polishing, squaring, or epoxying of ports.
12. Valve size Chevrolet 1.94-inch intakes and 1.5-inch exhausts.
13. Big valves Add 50lbs.
14. Valve size Ford; Chrysler must remain stock sizes.
15. Stainless steel valves permitted. Undercut or tulip stem valves OK.
16. NO titanium valves.
17. Screw in studs and guide plates permitted.
18. Roller rockers 7/16 & 3/8 permitted.
19. Aluminum rockers and stud girdles permitted.
20. NO shaft mounted rockers.
21. Steel valve retainers & keepers ONLY.
22. Any spring permitted.
23. Valves will be removed during protest.

INTAKE:

1. Any single four-barrel intake permitted.
2. **\$250.00 claim or swap rule on intake. Must finish in top 3 to claim.**
3. NO porting, polishing, or epoxying of runners permitted.
4. 1-inch Carburetor spacer allowed.



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CARBURETOR:

1. 1 (one) stock dual or single line, single pump, vacuum secondary 4 barrel Holley carburetor ONLY.
2. .600 cfm maximum.
3. NO down leg boosters.
4. EAMS dual line spec 600cfm carburetor OK.
5. Air horn may NOT be removed.
6. NO porting, polishing, or modifying of venturies.
7. NO altering of boosters, throttle shafts, butterflies, or throttle plate.
8. NO double pumpers permitted.
9. Carbs checked with "go-no-go" gauges made to Holley specs.
10. Crate motor must run above carburetor.

FUEL SYSTEM:

1. Stock type fuel pumps allowed.
2. NO electric pumps.
3. Racing fuel cell mandatory.
4. Fuel must not check above +/- 5 on electric fuel checker when calibrated with EAMS track racing fuel.
5. Sunoco® racing fuel available at track on race night or during the week by calling 334-297-2594.
6. Gasoline ONLY.
7. NO VP CHP, NO alcohol, NO nitrous oxide, NO additives.

IGNITION SYSTEM:

1. Stock electronic ignition system permitted.
2. HEI style distributor with coil in cap permitted.
3. NO MSD 6A or 6AL ignition boxes.
4. Stock appearing coil and ignition module permitted.

COOLING SYSTEM:

1. Cast iron or aluminum water pump.
2. Stock or aftermarket pulley systems permitted.
3. Aluminum radiator permitted.

EXHAUST SYSTEM:

1. Collector type headers ONLY.
2. NO 180, zoomies, Tri-Y or merged collector headers.
3. Cross Over Headers Permitted, all 4 tubes from the same side of the motor must go into the same collector.

TRANSMISSION & REAR ENDS:

1. Standard or automatic transmissions ONLY. Automatics MUST have full size torque converters 10" Minimum, NO shut off valves.
2. Bert or Brinn transmission permitted.
3. Locked rear ends permitted. May run floater rear end with wide 5 hubs.
4. NO Bird cages. All rear end mounting brackets MUST be welded to rear end housing.
5. Quick change rear end steel tubes only permitted. MUST meet all suspension rules as listed.
6. Drive shaft must be steel, painted white, and have steel drive shaft loop front and rear.



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CLUTCH:

1. Triple disc clutch allowed with 153 tooth flex plate only.
2. Puck style clutch disc allowed.
3. Steel flywheels ONLY 14lb minimum.
4. NO aluminum flywheels or RAM couplers.
5. FORD may run 11-inch 14lb aluminum flywheel.

BRAKES:

1. 4-wheel brakes MANDATORY.
2. 4-wheel disc OEM style single piston cast iron or aluminum calipers permitted.
3. NO aluminum rotors.
4. Dual master cylinders permitted.
5. Brake adjusters permitted.

WARNING: This is NOT Late Model or Sportsman. Don't build a Late Model or Limited Sportsman chassis for this class!

FRAME:

1. 103-inch wheel base minimum.
2. Frame MUST be stock from front clip to center of rear end, minimum of 2-inch by 2-inch tubing from center of rear end to rear bumper.
3. Front frame horns MUST remain stock but may be cut in front of steering box.
4. 50lb weight penalty for shortened front snout.
5. Weight MUST be in front of bell housing.
6. Camaro snout cars must have full length frame under body or penalized 50 lbs.
7. NO offset frames.
8. NO jig chassis.
9. Rear snout to center of rear end MUST be complete.
10. 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 Chief Technical Inspector's discretion.

FRONT SUSPENSION:

1. Safety hubs and aftermarket spindles permitted.
2. Lower control arms MUST be stock and mounted in original locations.
3. Tubular upper A-arms permitted.
4. Aftermarket drag link and tie rods permitted.
5. Steering quickners permitted. NO rack-n-pinion steering.
6. NO coil-overs.
7. Racing shocks permitted.
8. NO single or double adjustable shocks.
9. NO canister shocks.
10. 1 (one) shock per wheel only.
11. Schrader valves ok.
12. Weight jacks permitted.
13. All coil springs must be a minimum of 5-inches in diameter.



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REAR SUSPENSION:

LEAF SPRING CARS:

1. Leaf spring sliders permitted on rear only.
2. NO coil overs or coil springs allowed.
3. Upper link, rubber bushing torque link or spring-loaded type upper link permitted on leaf cars.
4. NO 90/10 shock allowed.
5. NO 5th coil, lift bar or reese bar, etc.
6. Racing shocks permitted.
7. NO single or double adjustable shocks.
8. NO canister shocks.
9. 1 (one) shock per wheel only.
10. Schrader valves ok.

COIL SPRING CAR:

1. Rear springs may be bucket mounted, NO sliders, or coil over eliminators.
2. Rear end MUST remain in the center of the chassis.
3. All coil springs must be a minimum of 5-inches in diameter.
4. NO coil overs.
5. Racing shocks permitted.
6. NO single or double adjustable shocks.
7. NO canister shocks.
8. 1 (one) shock per wheel only.
9. Weight Jacks Permitted.
10. NO 5th coils, reese bars or additional lift bars allowed.
11. 3-link rear suspension with J-bar allowed with solid top link or rubber biscuit bar only.
12. NO spring loaded torque links.
13. NO 90/10 shock allowed.

BODY:

1. All bodies stock or aftermarket are subject to approval by the Chief Technical Inspector.
2. 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 Chief Technical Inspector's discretion.

STOCK BODY:

1. Stock appearing steel bodies.
2. Fenders and quarter panels may be cut for tire clearance.
3. Hulling allowed.
4. Doors must be welded or bolted shut.
5. Fiberglass hood permitted.
6. Only aluminum doors permitted.
7. NO homemade nosepieces.
8. NO heavy pipe or railroad irons.
9. NO push bars in front of bumper.
10. MUST have front and rear tow hooks.



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AFTER MARKET BODY:

1. Stock appearing aftermarket aluminum or steel bodies will be allowed.
2. All aftermarket bodies must have stock appearing plastic nose.
3. NO Dirt Late Model nosepieces allowed.
4. Roofs must be STOCK APPEARING fiberglass, aluminum or steel.
5. NO Dirt Late Model style aluminum roofs.
6. Hood may be fiberglass, aluminum or steel.
7. NO flat-sided bodies.
8. Body sides must have a body brake or rounded shape.
9. NO Dirt Late Model style bodies allowed.
10. All bodies must be mounted straight up. Your roof **MUST** be mounted exactly in the center of the chassis (left to right).
11. Body sides and roof must look like the nose of the car they are representing. Example: Camaro nose must have a Camaro style roof; Monte Carlo nose must have Monte Carlo roof.
12. Body Maximum 72-inches wide at any point, 37-inches high from ground to top of body side at any point, and 45-inches from center of front hub to furthest most forward point of nose piece.
13. Rear of body may NOT taper in more than 4-inches from widest point of sides.
14. Interior aluminum and decking may not be more than 4-inches lower than height of fenders, doors, and quarter panels.
15. Must have front and rear tow hooks.

SPOILER:

1. 6-inch maximum spoiler height.
2. Spoiler may not be wider than rear of car.
3. Maximum of 3 triangular supports NOT to exceed 6-inches high at rear of support and not more than 2-inches high at front of support.
4. May use 1-inch wide flat aluminum for support.
5. Crate motor may run 8-inch spoiler.

WHEELS AND TIRES:

1. Steel wheels **ONLY**, reinforced racing wheels recommended, stock type or wide 5 lug pattern allowed.
2. 12-inch maximum width on wheels, steel bead lock allowed.
3. NO aluminum wheels.
4. Wide 5 adapters allowed.
5. Hoosier Spec/Crate 21; Hoosier 1350; Hoosier Spec/Crate 55.
6. NO inner liners.
7. NO tire softeners permitted. Tires will be subject to lab testing at any time to determine legality.
8. Tires available at the track on race night or during the week by calling 334-297-2594.

NOTE: Tires must conform to benchmark when tested. No alteration of any kind is permitted.



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SAFETY:

1. Full roll cage **REQUIRED**. Brace bars may pass through firewalls.
2. All weights **MUST** be bolted on with 3/8-inch bolts minimum and painted white.
3. All holes in firewalls and floorboards **MUST** be covered.
4. Racing seat with 3-inch 5-point racing belt and shoulder harness required.
5. Seat **MUST** be fastened to roll cage and not to floor.
6. Battery may be moved but **MUST** be strapped securely with metal straps and completely covered if in driver's compartment
7. Only approved full face racing helmets will be allowed. **MUST** have Snell rating of SA2010.
8. Full fire suit **MANDATORY**.
9. Raceceiver are **MANDATORY**.
10. All cars **MUST** be equipped with a fully charged 2 lb. minimum fire extinguisher in good working order and installed within easy reach of the driver.
11. All cars **MUST** meet the safety requirements as outlined in Section D of General Track Rules for all divisions.

PROTEST PROCEDURES:

1. A protest shall be brought to the attention of track officials in writing by a driver or car owner participating in said race **ONLY**.
 - a. Technical and Visual protests will be brought to the attention of the Chief Technical Inspector.
 - b. Scoring protests will be brought to the attention of the Chief Scorer.
 - c. Other safety or rule violations will be brought to the attention of the Chief Pit Steward and/or the Race Director.
2. Visual protests shall be made in writing *prior* to the start of the first heat race for that division. **ANY** visual protest made *after* the start of the first heat race shall be **VOID**.
3. Technical protests (to include Fuel, Tire or Clutch protests) will be made in writing ten (10) minutes following the completion of the racing event.
4. Reverse protesting is allowed, if counter protest is filed, first place car will tear down first, if found illegal, then counter protest is voided, and all protest monies will be refunded. If first place car tears down, and is found legal, then second place car must tear down. Only **1** member from each crew is allowed inside fence area. Protested car may have 2 additional persons to help with teardown. Any misconduct from either team may result in disqualification or forfeiture of protest.
5. Any driver found illegal or refusing to teardown three times in one season will not be allowed to race until proving legality by tearing down. Driver will not receive compensation for the teardown.
6. If deemed necessary, track may require teardown of any car to prove legality. Track will provide gasket set.
7. Scoring protests must be made within ten (10) minutes after the official finish has been posted. Only a participant in said event may file a protest or have the official scoring checked. Scoring protests will only be done in an orderly manner. **NO ARGUING!** Any disorderly conduct will result in disqualification and/or suspension.
8. Impounding of an engine or race car, for a later inspection date will be at race tracks sole discretion. All protest fees will be held by management until inspection is completed. Date and time of inspection will be agreed on by all parties or protest will be void. Refusal of impound or inspection, will result in disqualification



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9. ALL protests must be paid in cash.
10. ANY car protested MUST be ready for inspection within thirty (30) minutes from the time the protest is brought to the attention of officials (UNLESS it is a Fuel or Tire protest and that will be conducted immediately) or the car WILL be disqualified.
11. Drivers found illegal during protest or refusing to tear down WILL result in disqualification, forfeiture of all prize money, and points won for the event.
12. Must finish in top 3 to be eligible to protest.
13. Must protest top end to protest bottom end.
14. Built Engine Protest:
 - a. Top End \$350: Track Retains \$125
 - b. Top and Bottom \$800: Track Retains \$400
15. Crate Engine protest:
 - a. Top End \$400: Track Retains \$200
 - b. Top and Bottom \$900: Track Retains \$450
16. Visual Protest: \$50 retained by Track
17. Fuel Protest: \$100 retained by Track
18. Tire Protest: \$250 (per tire) retained by Track
19. HOBBY: Clutch Protest: \$150 retained by Track
20. HOBBY: Intake Claim/Swap: \$250