

THE NATIONAL 100

2025 NATIONAL 100 RACE RULES

Fire suit, racing shoes, fire extinguisher mounted in reach of driver, and RACEceiver's are MANDATORY. Up-to-date seatbelts MANDATORY. If a driver fails mandatory tech rules, they are subject to disqualification. Fire-proof gloves are strongly recommended. No driver/crew radio communications. Gas only all divisions. No mirrors. No tire warmers. All weights are before the race with the driver. 1lb per green flag lap burn off for heat, consy, and feature races. All cars are subject to inspection at any time. A weight penalty may be added for minor deviations in class rules.

Major deviations will result in the car being placed in the class that it is best suited for. These rules are intended for fair competition in all divisions. Tech official's decisions are final. EAMS scales are the official scales for the event, and it is the driver's responsibility to make sure they meet the minimum weight. It is not the official's responsibility to make concessions. EAMS is not responsible for misinterpretation of the rules. If in doubt, ASK.

All Classes: No chemical alteration of the tread or tread compound. No tire softeners, no conditioners, no altering of tires with any natural or unnatural chemicals. No hazardous or non-hazardous components or chemicals which alter the factory set baseline settings of a given tire permitted. All tires are subject to lab testing at any time. All sidewall markings must be visible at all times. No buffing or removal of the compound markings. Any tire that has been altered will be illegal and confiscated.

Protest fees are \$1,500. Track retains \$300, \$1,200 to the winning protestee. Protests must be made in writing 15 minutes after feature.

Track and division rules are subject to updates at official's discretion. Any and all updates will be announced with adequate time to prepare for any changes. Drivers are strongly encouraged to attend pre-race drivers meetings to clarify and ask any question they may have with the race director, tech director, etc.

For questions regarding the rules, please contact the EAMS tech director:

William Brooks: 229-873-6814

ALL LATE MODEL CLASSES

No wings or tunnels of any kind permitted underneath the body or chassis. 1 stone detector can be run from the rear of motor plate to front of four bar brackets not to cover brackets and not to exceed top of frame rail or bottom frame rail.

604 CRATE LATE MODEL

FULL CRUSA SANCTIONED EVENT. Crate Racin' USA Series Rules apply, for reference:

- <https://latemodeltouring.crateracinusa.com/rules/>

No breakoff bolts, must have new seals or cable seals.

Tire Rule:

Hoosier Crate 21 & 55

NO RIBBED TIRES. Grooving and siping allowed. All general tire rules apply.

602 LATE MODEL

ENGINE:

- Any 4-barrel carburetor. No Tri-Y headers. Crate engines may have 1" carburetor spacer. Crate engines must have factory GM seal bolts, EAMS, Crate Racing USA, URCA, or FASTRAK seals. Crate engines must meet GM factory specs and rebuilt engines must meet GM rebuild specs. Crate engines must have GM stock valve springs. No breakoff bolts, must have new seals or cable seals.

SUSPENSION:

Standard Late Model suspensions ONLY. No spring loaded or shock type 4 bar rods. Only standard solid bar 4 bar rods. No torsion bar front or rear suspension. Standard one piece bird cages; No split bird cages. May run one of the following rear suspensions: 5th coil or torque link, NOT both. One (1) coil spring per wheel. One (1) take up spring slider per wheel including the 5th coil. May run any bump stop on RF (Shims, washers, and/or spacers OK). No stack springs on any corner including the 5th coil.

No progressive springs. Spring rubbers permitted. One (1) working shock per wheel except the left rear (LRF OK). One (1) 5th coil shock only. No adjustable shocks, no canister style or remote adjustable shocks. Schrader Valve shocks OK. NO internal bump stops. No air shocks or spring cages. NO Thru Rod OR inverter shocks. One (1) 90/10 shock allowed to be mounted on top of rear end.

FUEL:

CHP or equivalent or E-85. Sunoco HP crate fuel permitted.

BODY:

LOLMDS body rules. 8" spoiler & side supports. Engine placement – 7" from center of ball joint to #1 spark plug.

TIRE:

Hoosier Crate 21 & 55 --- American Racer 48 & 56/Pro3 (must be stamped as such)

NO RIBBED TIRES. Grooving and siping allowed. All general tire rules apply.

HOBBY

BODY

1. All bodies, stock or aftermarket, are subject to approval by the technical inspector. (Install it right the first time.)
2. Stock appearing aftermarket steel or aluminum bodies will be allowed.
 - a. All aftermarket bodies must have plastic nose pieces.
 - b. If you use an aftermarket body, install it correctly.
3. Aftermarket bodies must not exceed a maximum width of 76 inches behind the driver, 72 inches at spoiler. Body line front to back, one inch tolerance up and down. Quarter panels must not angle outside the door.
4. Late Model Bodies Permitted.
5. Any nose piece is allowed.
6. Deck height is 39 inches to the top of T-bar. 1" tolerance after race.
7. No front push bars will be allowed.
8. Must have a rear fuel cell bar.
9. No glass or lexan windows; must be open.
10. Any plastic additions must conform to original body contour.
11. No homemade nosepieces.
12. Spoilers may have a maximum size of 8" high by 72" wide.
13. Gurney flaps or curls allowed along the upper edge of spoiler, length will be included in all measurements.
14. Three spoiler braces allowed. Brace max size: 18" long at base, 8" tall at the back, 4.5" tall at front. Standard late model spoiler braces.
15. Boxed interiors permitted.

FRAME AND RAILS

1. Minimum 103" wheelbase.
2. Tying frame rails together, reinforcing, or X bracing permitted.
3. Weight jack area may be altered. Buckets, plates, mounts, etc.
4. Frame or frame rails may be replaced from snout to rear of car. Must be .095 wall thickness.
5. Front snout, stock Camaro, or the optional Howe Racing LLM direct replacement Camaro front clip Part#358-8- 01 (2x4 rails and stock lower A arm mounts)
 - a. Howe clip must have the Howe inspection tags in place to be legal.
6. Technical inspector must approve all cars with replaced frame or frame rails.
7. Round or square tube frame rails from snout back.

FRONT SUSPENSION AND STEERING

1. Any upper control arms and mounts permitted.
2. OEM lower control arms for make and model.
3. Tubular stock replacement lowers in stock location also permitted.
4. Aftermarket bushings permitted.
5. OEM or safety spindles and hubs permitted.
6. 5" minimum O.D. on front coil springs.
7. Weight jacks permitted.
8. OEM steering type boxes.
9. Rack and pinion cars must add 50lbs in front of engine plate(where block and bell housing meet) on the left(driver) side of motor.
10. Inner and outer tie rod ends may be rod ends. Any tie rod sleeves permitted.
11. Racing shocks permitted; 1 shock per wheel. No canister shocks; non-adjustable, schrader valves permitted.
12. Non-adjustable shocks only.
13. Bump stops permitted.

HOBBY

REAR EAR SUSPENSION

1. Slide boxes on leaf spring cars permitted.
2. Upper link, rubber bushing torque link, or spring loaded type upper link permitted on leaf cars.
3. No fifth coil, lift bar, or Reese bar, etc.
4. 90-10 shock allowed on top of rear end only.
5. Racing shocks permitted; one shock per wheel. No canister shocks; non-adjustable, schrader valves are permitted.
6. Non-adjustable shocks only.
7. Bump stops permitted.
8. 3 bar suspension only. No 4 bar suspension is allowed.

COIL SPRING CAR

1. Solid panhard bars with rod ends permitted.
2. Rear lower control arms must be solid.
3. Rear lower control arms may be aluminum or steel tubes with rod ends with a maximum length of 26" inches from center to center of the mounting holes.
4. Rod ends are allowed.
5. Racing shocks permitted; one shock per wheel. No canister shocks; Non-adjustable, Schrader valves are permitted.
6. Coil overs allowed on rear only. One spring per wheel.
7. May run a biscuit bar on upper link only. NO spring on upper link bar.
8. Spring loaded bars are NOT allowed.

ROLL CAGE

1. All cars must have a suitable steel roll cage protecting the driver's compartment.
2. Side roll bars are mandatory and must extend into door panels. A minimum of three bars must be used on left side and two on right side.
3. Bars must be at least 1-1/2" inch in diameter and a minimum of .095" inch wall thickness.
4. Roll cage must be welded to the frame.
5. Seat must be fastened to roll bars or rail.

SAFETY

1. Approved helmet and full fire resistant driver's suit required.
2. Seat belts must within 3 year date range.
3. All cars must have 3" lap belt, 2" shoulder harness(minimum), and crotch strap. must be attached to roll cage.
4. All cars must have an approved fire extinguisher, securely mounted, within easy reach of the driver. A 5 lb. halon system is recommended.

FUEL CELL

1. An approved fuel cell is mandatory (32 gallon maximum). Must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two 2 inch by 1/8 inch steel straps.
2. Pump gas or racing fuel only.
 - a. Pump gas may contain up to 10% ethanol as allowed by law.
 - b. Gas must pass acid test.
3. E85 Fuel is allowed. Fuel must check within 1% at any time checked (MINIMUM 84% ETHANOL - MAXIMUM 86%) .
4. No alcohol, methanol, nitrous oxide, or chemical additives including, but not limited to, propylene oxide, nitromethane, nitro propane, or any nitrate additives.

HOBBY

REAR END

1. Locked rear ends required - welded, spool or mini spool permitted.
2. 9 inch Ford floaters allowed. Housing and axle tubes must be steel.
3. No ratchets.
4. Quick change rear ends are allowed. Aluminum axle tubes ok.
5. Must be solid mount to rear end.
6. Birdcage permitted but **MUST** be locked. Absolutely **NO** movement.
7. No True Trac allowed.

WHEELS

1. Aluminum or steel wheels, 14 inch maximum.
2. Wide 5 wheels permitted.
3. Bead locks allowed.

TIRES

1. Any Hoosier 3-4 or 1350, 1600, D21, D55, or D70. Or American Racer equivalent.
2. Grooving, siping, and buffing tires permitted.
3. All numbers, codes, and manufacturing names must remain visible on tire. **NO** grinding off of numbers, codes, or names. Any tire that has been altered will be illegal.
4. No tire softeners or conditioners permitted.
 - a. Tires may not be altered using any natural or unnatural, hazardous or nonhazardous components or chemicals that affect the factory set baseline settings of a given tire.
5. All competitors are subject to tire inspection at any time. Samples may be taken for lab test.

BRAKES

1. Four-wheel disc brakes permitted.
2. Dual master cylinders permitted.
3. Brake adjusters permitted.
4. No titanium or exotic material permitted.

EXHAUST/MUFFLERS

1. Any commercially manufactured muffler. **MUST** register under 100 decibels.
2. Collector type headers only. No 180 degree headers.
3. All 4 tubes from the same side of the motor must go into the same collector.
4. No modifications and/or alterations to mufflers will be allowed. (No deliberate air leaks, vents, holes)
5. Any car that loses a muffler will automatically be disqualified.
6. Any car that is deemed too loud by track Officials under race conditions will be black- flagged.

TRANSMISSION

1. OEM standard production 3 or 4 speed transmission permitted.
2. Brinn, Falcon, or Bert transmission permitted.
3. Must have at least one forward and one reverse gear in working order.
4. Automatic transmission permitted.
5. Must have OEM-type torque converter (10" minimum) in working order.
6. No hollow converters allowed.

STARTER

1. All cars must have starter in working order.



HOBBY

ENGINE SET BACK

1. Front most forward spark plug must be in line with or in front of top ball joint. 1/2" tolerance.
2. Must have original cross member in original position.
3. Drive train must be in centerline of car.

ENGINE

0. Reverse mount bellhousing allowed.
1. All engines have a maximum bore size and must be standard stroke for the engine being used.
2. Small blocks only; no big blocks.
3. 602 Crate with the seals is acceptable. Sealed 602 Crate engine 100lbs weight break.
4. 2600lbs with sealed 602 crate engine option.
5. No twist off sealed allowed. (Old Style seals) will be considered as built engine with no weight break.
6. Sealed 602 engine must have proper tags

BLOCK

1. OEM cast iron V-8 block only.
2. Maximum cylinder bore size:
 - a. Chevrolet – 4.060
 - b. Ford – 4.060
 - c. Chrysler – 4.060
3. OEM main caps only.
 - a. No aftermarket main caps.
 - b. No splayed, studded or strapped main caps.
4. Deburring block and plugging deck to strengthen block permitted.
5. Plug or vent and screen oil drain holes in lifter valley permitted.
6. May surface deck of block.
7. Lifter bore must be OEM diameter for engine:
 - a. Chevrolet – .840 // b. Ford – .875 // c. Chrysler – .901

CRANK

1. Standard production OEM or stock replacement cast or steel crank.
2. Must be standard production stroke for engine.
 - a. 350cid Chevy – 3.480
 - b. 302cid Ford – 3.000
 - c. 351cid Ford – 3.500
 - d. 360cid Chrysler – 3.580
3. No stroking or destroking.
4. No lightening or knife-edging crank.
5. No turning down counter weights.
6. Cranks must weigh 47 lbs. All cranks will be weighed with pilot bushing, cam gear, bolt & washer.
7. May balance engine

RODS

1. Stock appearing I-beam steel rods.
2. 5.7 inch rods only. No 6 inch rods.
3. No H-beam sportsman type rods.
4. No polishing rods.
5. Press or floating pins permitted



HOBBY

PISTONS

1. Flat top pistons only.
2. No dome pistons.

CAM

1. Any cam.
2. Any lift and duration permitted.
3. No mushroom or radius cams.

LIFTERS

1. Hydraulic lifters only. Hydraulic roller lifters allowed.
2. No modified lifters.
3. Anti-pump-up lifters permitted.
4. No mushroom or radius lifters.
5. Lifter retaining tray permitted.
6. Lifter must be OEM diameter for engine:
 - a. Chevrolet .842 // b. Ford .875 // c. Chrysler .904

TIMING CHAIN

1. Any chain and gears.
2. No gear or belt drives.

HEADS

1. OEM standard production cast iron heads only. All heads must have casting numbers and numbers must be readable at the time of a cyl. head check.
2. Chevrolet straight plug heads only.
3. Chevrolet Vortec heads casting #10239906 and 12558062 permitted.
4. No GM Bow tie heads allowed.
5. World Products S/R (stock replacement) heads casting #1-052 permitted.
6. Ford and Chrysler angle plug standard production cast iron heads permitted.
7. IMCA heads allowed.
10. Steel valves only. No titanium.
11. Maximum size for Chevrolet, Int. 1.940, Exh. 1.500
12. Chrysler W2 Heads permitted
13. Chrysler W2 heads add 50lbs for 2.02 valves.
14. Under cut stems permitted, any type guides.
15. Any valve springs and keepers permitted.
16. Steel retainers required.
17. Guide plates and screw in studs permitted.
18. Roller rocker arms permitted any ratio.
19. No after-market shaft or pedestal mount rockers will be allowed.
20. If standard production head came with shaft or pedestal mount rockers, they will be allowed.
21. Ford Heads SR allowed add 50 lbs for 2.02 valves
22. Racing valve job permitted- Machine cuts only.
23. No porting or polishing, all heads must remain AS-CAST.
24. No blending valve job to casting.
25. No port matching or deburring intake or exhaust runners.

HOBBY

HARMONIC BALANCER

1. Fluid damper permitted.

OIL SYSTEM

1. Wet sump oil pump in pan system only.
2. No dry sump system.
3. Racing oil pan and/or windage tray permitted.
4. Remote oil filter and oil cooler permitted.

WATER PUMP

1. Cast or aluminum permitted.
2. No electric water pump.

FUEL PUMP

1. Block mounted mechanical pump only.
2. No electric pump.

FLYWHEEL

1. Any Ford or Chrysler steel flywheel. Must be steel.
2. 14 lb minimum.

CLUTCH

1. Standard stock type discs and triple disc ok.
2. 153 tooth flywheel with triple disc clutch package.

DISTRIBUTOR

1. OEM factory HEI or OEM factory single point distributor.
2. Aftermarket coil and module will be allowed as long as they are stock appearing with no mods.
3. Advance kits permitted.
4. No ignition booster or amplifier to ignition.
5. No dry cell battery pack to ignition.
6. Alternator, if used, must be wired to battery- no loop system wiring to distributor.
7. A single 6AL ignition boxes permitted. Subject to inspection.
8. No traction control.

INTAKE

1. Any single four-barrel intake permitted.
2. No porting or polishing.
3. 1" spacer only.

CARBURETOR

1. Any vacuum secondary.
2. Double pumper over 650 must add 50lbs.
3. 750 CFM max. No super pumpers.
4. Sealed 602 can use Holley 650 CFM (Holley HP 80541 ONLY). Other carb must add 50lbs.
5. No porting or polishing.
6. Choke linkage and butterfly must be removed.
7. K & N flow control air cleaner permitted.

HOBBY

WEIGHT

1. 2700 lbs. base weight. Chrysler Engine with intake valve bigger than 1.94 must weigh 2750lbs.
2. 2600lbs with sealed 602 crate engine option.
3. All cars must have specified weight posted on top of roof or "A post".
4. Minimum weight will be measured with driver in car.
5. Attached weight must be securely bolted to frame with 1/2" or larger bolts, and painted white or silver with car number clearly painted on them.
6. No weight may be attached to the rear bumper.
7. No lead pellets or liquid weight.
8. No driver-operated weight adjustment devices.
9. One pound per lap weight allowance after race.
10. Series reserves the right to adjust weights in interest of competition as necessary.
11. Rack and pinion cars must add 50lbs in front of engine plate(where block and bell housing meet) on the left(driver) side of motor.

WEIGHT ADJUSTMENTS

1. 2600 lbs.
 2. 2650 lbs.
 3. 2750 lbs.
 4. 2750 lbs.
 5. 2650 lbs.
 6. 2700 lbs.
location.)
 7. 2800 lbs. specified
 - Sealed 602 crate engine.
 - Sealed 602 crate engine with non-specified 650 carb.
 - Rack and Pinion. 50 lbs. in specified location.
 - Double pumper carb.
 - 602 crate engine with rack and pinion. 50 lbs. mounted in specified location
 - 602 cate with non-specified carb and rack and pinion. (50 lbs. mounted in specified
 - Rack and pinion with double pumper carp. (50 lbs. for rack and pinion mounted in location.)
- It is the driver's responsibility to communicate with the tech inspector which weight you are claiming. Posting your said claimed weight on car is best practice. This will cut down on confusion after the race.
 - . Driver and one crew member allowed in tech area at all times unless protest has occurred.
 - . All feature starting purse consists of one green flag lap. Any car not making one lap under green conditions shall forfeit start purse money.
 - If rule is not addressed in this rulebook it may not be legal. Advise technical inspector of any "gray area" or questionable parts and materials before arriving at track. You may be DQed after race for "questionable" equipment. Tech officials decision will be final.

ROAD WARRIOR

CARS ALLOWED:

- A. Any full bodied, and full frame sedan, example, Monte Carlo, standard or Metric frame allowed.
- B. Camaro, Mustang, or Nova type cars allowed.
- C. Factory stocks allowed.
- D. MOUNTING BRACKET FOR LEAF SPRING IN ORIGINAL POSITION

WEIGHT:

- A. Sealed Crate motors 2900 lbs. All other cars 2950 lbs.
- B. Deduct 100 lbs. for cars with 112" and longer wheelbase.
- C. Minimum weight will be measured with driver in the car.
- D. All cars must have weight posted on right side of roof.

ENGINE:

- A. 350 4.060 bore Small Block maximum, no 400 engines or Big Blocks.
- B. No breakoff bolts allowed. This will be considered "open motor."
- C. Absolutely no rev limiter allowed.
- D. No computer on board in or for distributor.
- E. Has to have stock module.

CRANKSHAFT:

- A. Stock stroke crank 47lb minimum.

CONNECTING RODS:

- A. Stock length cast or forged steel I-beam rods only.

PISTONS:

- A. 2 or 4 valve relief Flat Top pistons.
- B. Pistons may not exceed the top of the block.

CAMSHAFT & LIFTERS:

- A. Hydraulic flat tappet only. NO lift rule.

CYLINDER HEADS:

- A. Heads must be standard production factory steel or baby butt, 461,462, 492, 041. Vortec 062- & 906-cylinder heads permitted with the following specs – 175 cc intake runner volume max, 64cc max exhaust runner volume. No bowtie, dart, angle plug heads. Stock replacement heads ok.
- B. No angle milling, porting, polishing, squaring, or epoxying of ports.
- C. Screw in studs or guide plates permitted. Rocker studs may be pinned. No roller or roller tip rocker arms. 3 angle valve jobs permitted. GM stock replacement heads allowed. Stainless steel valves allowed.
- D. Chevrolet 350 - 1.94" maximum intake & 1.5" maximum exhaust. Ford, Chrysler, and other GM products must be stock sizes. Stock diameter valve stems.
- E. Steel valve retainers and keepers only. No aluminum, titanium, or other exotic material retainer. Any valve spring.
- F. No mismatching of Cleveland or Windsor heads.
- G. Screw in studs or guide plates permitted. Rocker studs may be pinned.

ROAD WARRIOR

INTAKE:

- A. Intakes must be cast iron or aluminum factory production low profile intakes.
- B. Adapter plates permitted on cast iron quadrajet style intake – 1" thickness maximum.
- C. May use aftermarket aluminum dual plane low profile intake manifold. Intakes permitted are:
 - 1. -Edelbrock 2101, 2701 or 7101;
 - 2. -Weiland 8120 or 8150;
 - 3. -Summit racing 226008 or 226012.
- D. No porting, polishing, squaring, or epoxying of intake ports, plenum, or runners. No milling or hogging out of plenum.
- E. Ford Motorsports low profile aluminum intake permitted. Must add 50lbs, no spacer with intake.
- F. Vortec heads may run aluminum low profile intake – Edelbrock part #7116 or 2116, or GM part #12366573 (same as on 602 crate engine). Only intakes allowed with vortec heads.

CARBURETOR:

- A. 600 cfm maximum, 650 cfm. Single or dual line ok. No porting or polishing, check with go-no go gauges. 80541HP 650 cfm.
- B. Quadrajet allowed.
- C. 1" spacers allowed.

FUEL SYSTEM:

- A. Stock mount/stock replacement fuel pumps only. Carter M4891 allowed. NO Racing fuel pumps.
- B. Pump gas or racing fuel allowed. E85 Fuel is allowed.
- C. Fuel must not check above +-5 on electric fuel checker when calibrated with track racing fuel.
- D. NO VP CHP, NO ALCOHOL, NO NITROUS OXIDE.
- E. Safety Fuel cell mandatory, enclose in steel case, with minimum 2 steel safety straps for mounting. Must be securely mounted, and safely mounted in trunk area. If fuel line passes through driver cockpit it must be enclosed in steel conduit from rear firewall to front firewall. See safety rules for further instruction.
- F. May cut hole in trunk floor pan to mount fuel cell only.

IGNITION SYSTEM:

- A. Any stock type electronic ignition with stock appearing coil and module.
- B. No MSD boxes OF ANY KIND. No rev limiters, or spark enhancing devices.
- C. Any stock type electronic ignition with stock coils & module. No aftermarket modules.

COOLING SYSTEM:

- A. Heavy duty aftermarket or aluminum radiator allowed 4 or 6 blade fan mandatory.

EXHAUST SYSTEM:

- A. Collector type headers only. No 180-degree headers, or TRI – Y headers. Must be 4 tubes into 1 collector on right side. All four tubes on left side into one collector on left side.
- B. All four tubes must be same size. No step headers.

ROAD WARRIOR

TRANSMISSION, REAR ENDS & CLUTCH:

- A. Stock type manual or automatic transmission only, No triple disc or couplers, 14lb minimum flywheel. 10" minimum clutch, pressure plates 16lbs. min. Solid clutch disc ok.
- B. Stock type single disc clutch
- C. Automatic must have stock torque converter. No dump valve, no torque convertor: add 100lbs.
- D. Stock rear ends or 9" Ford rear end. Floater rear end with steel parts ok.
- E. BERT & Brinn transmissions allowed.

BRAKES:

- A. Disc Brakes allowed must be all stock factory type. No aluminum calipers.
- B. Single piston only. Caliper magnet test will be enforced.

CHASSIS:

- A. All Factory stock components for make of car being raced. Stock rubber motor mounts may be replaced with stock solid motor mounts. Engine must be mounted in stock location.
- B. Stock type aftermarket springs allowed; weight jacks allowed. May run tubular upper A Arms.
- C. Stock steel shocks, non-adjustable, will be checked by magnet.
- D. Both rear upper, and lower trailing arms must be same length as stock. No heims. Can use aftermarket arms, no heim joints on either end. May use stock bushing, neoprene, or monoball. From bottom of axle tube to center of mounting bolt 2 $\frac{3}{4}$ " on lower arms.
- E. Front suspension top control arms can be tubular.
- F. Lower control arms must be stock, no exceptions.
- G. After market power steering pump OK.
- H. Leaf spring must remain in stock location, one mount hole allowed on front of mount, must be in stock location with factory measurements. Will be measured on both sides.

BODY:

- A. Full stock factory steel bodies only, from bumper to bumper. May use aftermarket steel or aluminum body, Plastic stock appearing bumper cover allowed on front and rear.
- B. Excessive hulling will result in weight penalty, do it right the first time. Driver's cockpit must remain open, No tunneling & can be decked.
- C. All glass, external glass & plastic lighting must be removed. Doors must be securely welded or bolted shut.
- D. Dash may be replaced with sheet metal, steering column may be stock or aftermarket steering shaft is optional, may use aftermarket steering wheel with quick disconnect.
- E. Must seal off trunk area from driver cockpit. Car may be boxed in. Deck must have 5 degrees or 1 $\frac{1}{2}$ " taper. Cars with raised quarter panels or deck lids will be required to remove rear spoiler (at the track's discretion). 45 inches high at top of spoiler, including bracing.
- F. Universal aftermarket gauges allowed.
- G. Battery must be mounted securely in trunk not in driver cockpit.
- H. There will be a weight penalty for unapproved bodies.
- I. Stock floor pan and firewall does not have to be retained.
 - a. All holes in floorboard and firewall must be covered with sheet metal.
 - b. Firewall may be cut for distributor.
- G. 68" wide

ROAD WARRIOR

ROLL CAGE:

- A. Quality constructed safe roll cage mandatory. 6-point minimum cage properly and adequately reinforced. Roll cage must be constructed of a minimum 1 ½" tubing. .090" wall thickness. 4 driver side door bars, 2 passenger side door bars, adequately braced and welded to the frame.
- B. Front loop bar allowed may be tied into main cage.
- C. Aluminum racing seat required must be mounted on a seat hoop with 3/8 minimum bolts.
- D. .3" wide, 5-point safety harness required; maximum 3 years old.
- E. Bolted securely to roll cage, not floor pan.
- F. Driver must have driver's side full size window net. No triangular or sprint car type nets.

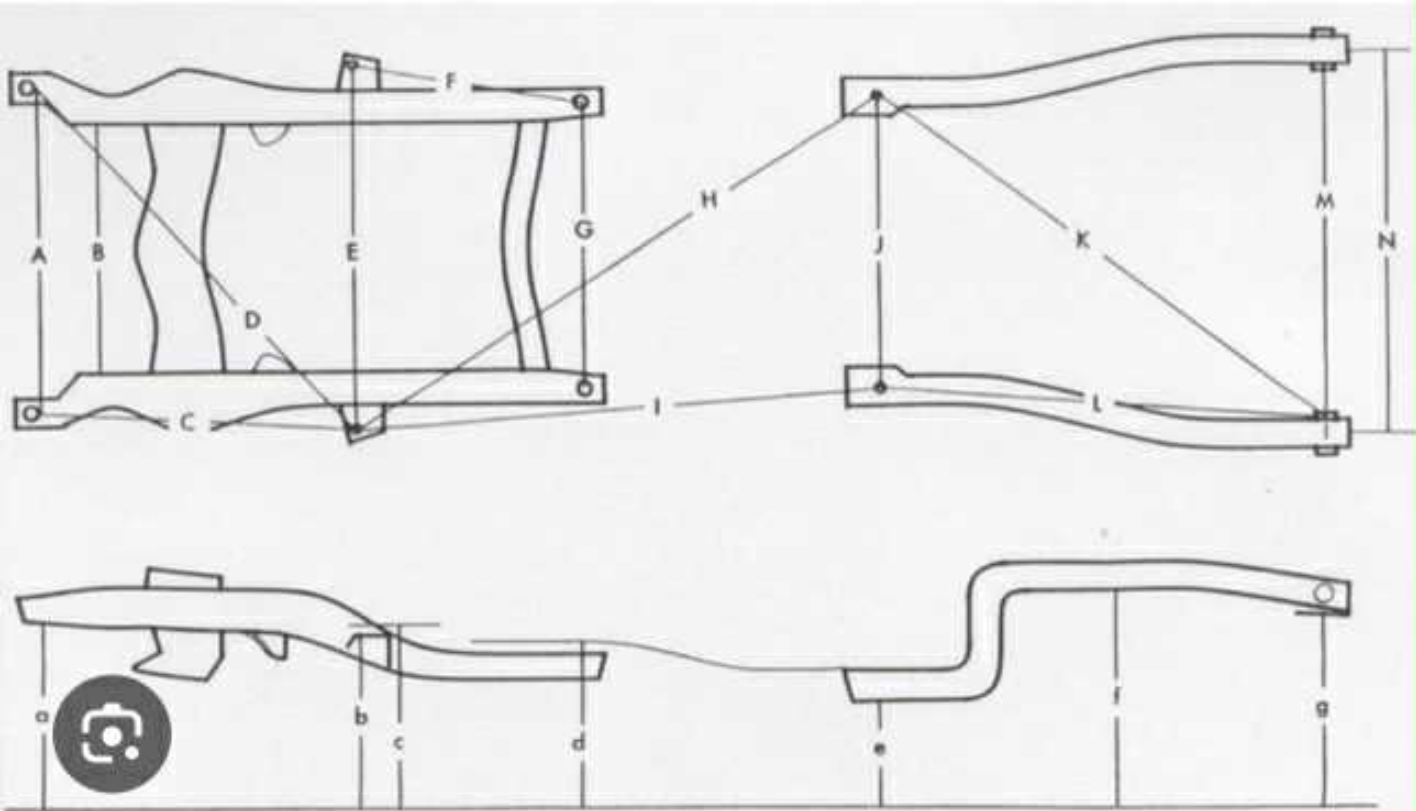
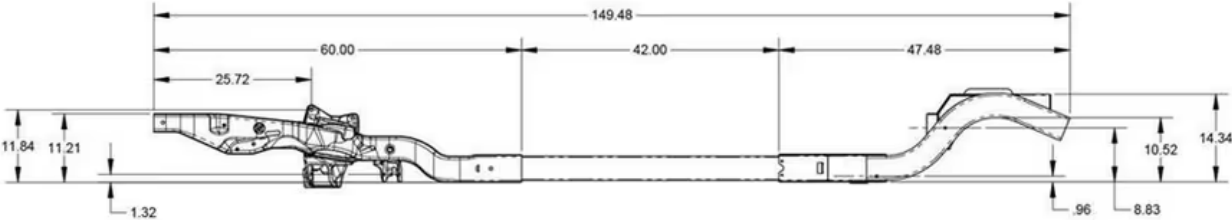
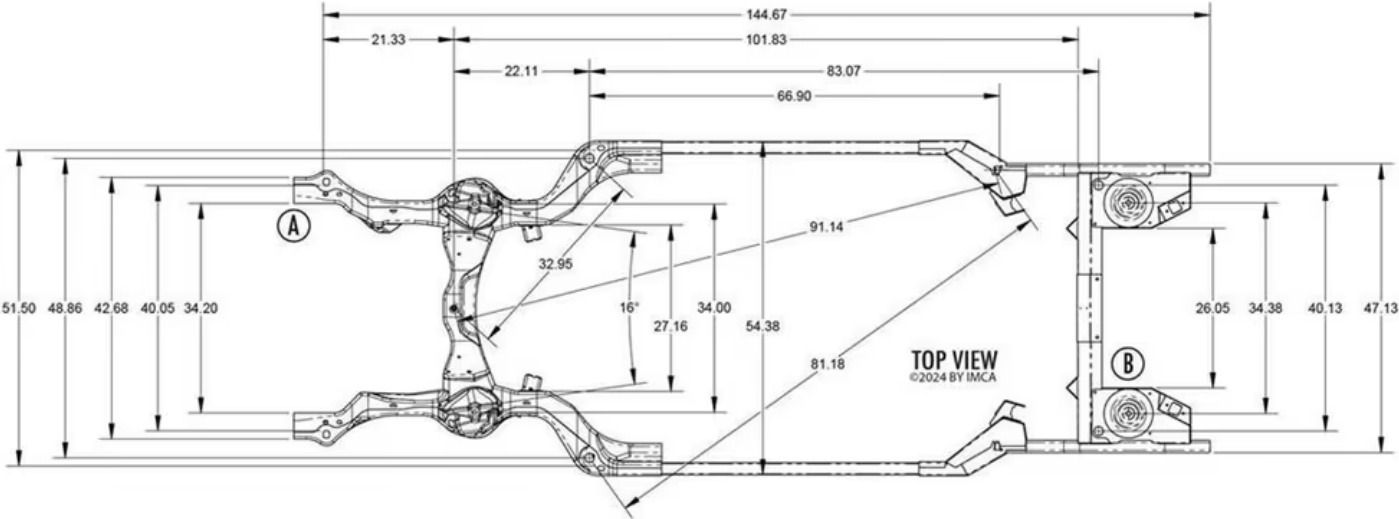
WHEELS & TIRES:

- A. 8" or 10" steel wheels optional Bead locks permitted. Stock lug pattern, no wide five wheels or adapters.
- B. 8" tire rule. H500 or AR500 or stocker hard permitted.
- C. Grooving or siping tires allowed. All general tire rules apply. NOTE: Tires must conform to benchmark when tested. No alteration of any kind is permitted.

SAFETY:

- A. Steel roll over bars are mandatory and must be approved. Aluminum and other soft materials are not permitted. Front and rear roll bars must be connected at top (cage type) and bottom of both sides at seat height. Side roll bars are mandatory and must extend into door panels, (minimum of four (4) on left side and two (2) on right side with additional support on the back of the roll bar. All bars must be welded and not less than 1 ½" O.D. steel tubing. No pipe fittings allowed.
- B. A quick release 5-point safety belt of no less than three (3) inch wide material is mandatory and must be fastened to roll bars with bolts and not less than 3/8" in diameter. Shoulder harness mandatory 3" minimum. Seat belts can be no more than 3 years old.
- C. Only approved racing helmets will be allowed. Minimum of SA2010 rating.
- D. All drivers in all divisions will be required to wear a complete fire-resistant driver's suit. Fire resistant gloves, underwear and shoes are highly recommended.
- E. All cars will be equipped with their own fully charged 2 lb. minimum fire extinguisher in good working order and installed within easy reach of the driver. On board fire extinguisher systems recommended.
- F. Battery must be securely mounted in the trunk area of all cars. No batteries allowed in the driver's compartment.
- G. Safety type racing fuel cell with steel outer covers are mandatory in all divisions, All fuel tanks and cells must be mounted with a minimum of 2" x 1/8" steel safety straps that completely surround tank. No gas cans or beer kegs allowed. No fuel cooling devices allowed.
- H. All cars and drivers will be required to meet all safety regulations prior to competition. No Exceptions!
- I. Center top of steering post must be padded with at least 2" of soft material.
- J. Drivers must be able to exit car from either side.
- K. All roll bars close to driver's head, arms and legs must be fully padded.
- L. Kill switch is required within easy reach of driver.
- M. All drive shafts must be painted white.
- N. All cars must meet the safety requirements as outlined in General Track Rules for all Divisions.

ROAD WARRIOR



CROWN VIC

PROTEST:

Positions 1-3 can protest. \$1500 claim on motor, (track retains \$200). \$250 claim on CPU (track retains \$50). If a driver refuses to sell motor two times, that car will not be eligible to race at EAMS for a year.

ENGINE/TRANSMISSION:

- A. Engine must be completely stock.
- B. 4.6 sohc
- C. Mufflers optional.
- D. Exhaust must extend to rear tires.
- E. Catalytic convertor may be removed.
- F. Transmission must be completely stock.
- G. A.c. Condensor must be removed.

SAFETY:

- A. Drivers must wear full fire suit, racing gloves, racing shoes and Helmet while on track.
- B. Hans device
- C. Racing seat and belts mandatory.
- D. Racing belt must have 5 point system.
- E. Fire extinguisher required in all cars.
- F. Battery inside driver's compartment must be inside a closed box.
- G. Battery disconnect switch on the driver side, rear speaker area.

TIRES/WHEELS:

- A. Tires must be dot legal and all 4 tires must be the same size.
- B. Wheels must be stock steel and all 4 wheels must be same size and offset.
- C. No wheel spacers of any kind.

CROWN VIC

BODY:

- A. Front and rear bumper must remain stock with no sharp edges. Bumpers must have tow chains front and rear.
- B. No push bars in front or rear of car. No exposed bars at all.
- C. Hood and trunk may utilize stock hinges, but must be secured With hood pins.
- D. No hulling or lightening of body. The only areas on car.
- E. That may be hulled are the front driver and passenger doors.
- F. All flammable materials and glass must be removed.
- G. Any holes in front firewall and rear firewall must be covered With aluminum or steel.
- H. All cars must have numbers on front doors and roof.
- I. Steering column must remain stock, all airbags must be removed. Quick release steering wheel ok, but must be mounted to stock Steering column.
- J. Must have at least 4 vertical windshield bars in front of driver.
- K. Roll cage must be inside driver compartment only, no part of
- L. Must have stock dash in place.
- M. Four driver door bars and 3 passenger door bars minimum.
- N. Cage must be securely mounted to frame suspension.
- O. No altering of stock suspension. Cage may extend outside of Passenger compartment.
- P. No slope noses of any kind.
- Q. All doors must be closed in sheet metal, excluding drivers door only.
- R. Dash must have factory metal skeleton in original place. Flammable material can be removed.

WEIGHT:

- A. Minimum weight 3500lbs.
- B. B. No adding ballast of any type to car.

BRAKES:

- A. Must remain factory stock, all 4 corners must be operable.

REAREND:

- A. Must be factory stock rearend with stock components.
- B. The only legal gears will be 2.73, 3.27, and 3.55.
- C. Rear differential may be locked by any means necessary, but Gear ratio rule remains the same (3.55 max gear)

FUEL:

- A. Pump gas only, no racing fuel.
- B. Stock fuel tank and fuel pump only

LIMITED LATE MODEL

ENGINE

Package	Engine	Weight	Spoiler
A	604 Crate Engine	2200 lbs.	8" Spoiler
B	Engine Rule	2300 lbs.	8" Spoiler
C	Engine Rule	2400 lbs.	8" Spoiler
D	GM/CT 525	2350 lbs.	8" Spoiler
E	NLMS	2300 lbs.	8" Spoiler
F	NLMS	2350 lbs.	8" Spoiler
G	358 SPUR Head Engine	2400 lbs.	8" Spoiler
H	Topless Outlaw	2450 lbs.	8" Spoiler

ENGINE PACKAGE A

1. GM P/N # 19318604-350 CID / 400 HP
2. GM Engines may be purchased at any GM dealer.
3. The sealed engines must remain intact and not be tampered with; any seals that have been removed or tampered with will make the engine illegal and not eligible for competition at EAMS.
4. No changes are allowed to the engine (intake manifold, heads, valve covers, oil pan, harmonic balancer or any other part/or parts on/or in the engine. Crate Engines must not be altered, modified or changed from factory specs.
5. No vacuum pumps.
6. All crate engines must be sealed with factory GM seal bolts or Crate USA seals. We will allow other series seals if we can verify the seal system of the other series.

CRANKING COMPRESSION

1. All crate engines will have a maximum cranking pressure of 200 p.s.i. any engine that has over 200 p.s.i. will be illegal to use at EAMS.

ENGINE PACKAGE B

BLOCK

1. Cast iron V-8 block only.
2. Maximum cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060.
3. After-market steel splayed main caps permitted.
4. Main cap studs and straps permitted.
5. Deburring block and plugging deck to strengthen block permitted.
6. Plug or vent and screen oil drain holes in lifter valley permitted.
7. May surface block.
8. Lifter bore must be OEM diameter for engine. Chevrolet .840, Ford .875, Chrysler .901.

CRANK

1. Any steel crank with the exception of (No Pendulum Undercut counterweights and titanium or other Exotic materials.)
2. Must be standard stroke for engine, Chevrolet 3.480, Chrysler 3.580, Ford 3.500
3. May balance engine.

RODS

1. Steel rods only.
2. No titanium or aluminum rods.

PISTONS

1. Any flat top pistons and pins.
2. No dome pistons.

CAM

1. Solid lift cam only.
2. No roller, mushroom or radius cams.

LIFTERS

1. Solid lifters only.
2. No roller, mushroom or radius lifters.
3. Lifter retaining tray permitted.
4. Lifter must be OEM diameter for engine. Chevrolet .840, Ford .875, Chrysler .901

HEADS

1. These are the only heads permitted.
 - a. OEMcast iron straight plug heads, Chevrolet Bowtie cast iron heads, Chevrolet Bowtie Vortec cast iron heads, Dart Iron Eagle cast iron heads, World Products Sportsman II cast iron heads, Ford SVO Sportsman cast iron heads, Chrysler cast iron W-2
2. Any 23 degree cast iron heads not listed above must be approved by EAMS. for this engine package. Heads may be subject to 50 lb. weight penalty.
3. All heads must remain AS-CAST.
4. No cc limit.
5. Valve angle and spacing must remain original production specs for heads being used.
6. Steel valves only. (No titanium valves)
7. Valve size maximum for (B) engine, Intake-2.020, Exhaust-1.600.
8. Valve stem diameter 11/32 minimum for all engines.
9. Under cut stems permitted, any type guides.
10. Any valve springs, retainers and keepers.
11. Guide plates, screw in studs and stud girdles permitted.
12. Roller rocker arms, stud or shaft mount permitted.
13. No porting or polishing, all heads must remain AS-CAST.
14. No port matching intake or exhaust runners.
15. Racing valve job permitted, Machine cuts only.
16. No blending valve job to casting. No deburring intake or exhaust runners.

TIMING CHAIN

1. Any chain and gears, no gear or belt drives.

WATER PUMP

1. No electric water pump. Cast or aluminum permitted.

OIL SYSTEM

1. Wet sump systems, internal or external pumps permitted.
2. Dry Sump Oil Systems permitted must add an additional 50 lbs.

FUEL PUMP

1. No electric pump.

DISTRIBUTOR

1. Any ignition with the exception of magnetos (No magnetos.)

CARBURETOR

1. One four-barrel carburetor only of any manufacturer.
2. No turbo-chargers, blowers or fuel injections.
3. All engines must be naturally aspirated.

INTAKE

1. Any single four-barrel intake permitted.
2. May port and polish.
3. Any size carburetor spacer permitted.

ENGINE PACKAGE C

BLOCK

1. Cast iron V-8 block only.
2. Maximum cylinder bore size, Chevrolet 4.060, Ford 4.060, Chrysler 4.060.
3. After-market steel splayed main caps permitted.
4. Main cap studs and straps permitted.
5. Deburring block and plugging deck to strengthen block permitted.
6. Plug or vent and screen oil drain holes in lifter valley permitted.
7. Lifter bore may be oversize.
8. 362.5 Cubic Inch Maximum Ford & Chevrolet.
9. 371.0 Cubic Inch Maximum Chrysler.

CRANK

1. Any steel crank with the exception of (titanium or other Exotic materials.)
2. 3.500 Maximum stroke for Ford & Chevrolet.
3. 3.580 Maximum stroke for Chrysler.
4. 362.5 Cubic Inch Maximum Ford & Chevrolet.
5. 371.0 Cubic Inch Maximum Chrysler.

RODS

1. Steel rods only.
2. No titanium or aluminum rods.

PISTONS

1. Any pistons and pins.

CAM

1. Any cam.

LIFTERS

1. Lifter retaining tray permitted.
2. Lifters may be oversized.

HEADS

1. These are the only heads permitted
 - a. Chevrolet: Any 23 degree cast iron heads- Bow Tie, Pro Action/Pro Top Line/ Racing Head Service (RHS) heads. Spark plug location must be the same as the Bow Tie and Dart heads.
 - b. Ford: SVO Sportsman cast iron heads M-6049-E351 and M-6049-N352, GT-40-P, World Products Windsor Sr, Pro Action/Pro Top Line/ Racing Head

Service (RHS) heads.

- c. Chrysler: Cast iron W-2
2. All heads must remain AS-CAST.
3. No cc limit.
4. Valve angle and spacing must remain original production specs for heads being used.
5. Steel valves only (No titanium valves)
6. Valve size maximum for C engine: Intake- 2.055, Exhaust- 1.625
7. Valve stem diameter 11/32 minimum for all engines.
8. Under cut stems permitted, any type guides.
9. Any valve springs, retainers and keepers.
10. Guide plates, screw in studs and stud girdles permitted.
11. Roller rocker arms, stud or shaft mount permitted.
12. No porting or polishing all heads must remain AS-CAST
13. No shot Peen porting heads.
14. No port matching intake or exhaust runners.
15. Racing valve job permitted- machine cuts only.
16. No blending valve job to casting.
17. No deburring intake or exhaust runners.

INTAKE

1. Any single four-barrel intake permitted.
2. May port and polish.
3. Any size carburetor spacer permitted.

CARBURETOR

1. One four-barrel carburetor only of any manufacture.
2. No turbo-chargers, blowers or fuel injections.
3. All engines must be naturally aspirated.

OIL SYSTEM

1. Wet sump systems, internal or external pumps permitted.
2. Dry Sump Oil Systems permitted must add an additional 50 lbs.

WATER PUMP

1. No electric water pump.

FUEL PUMP

1. No electric fuel pump

DISTRIBUTOR

1. Any ignition with the exception of magnetos (No magnetos.)

ENGINE PACKAGE D

1. 50lbs of bolt on lead must be mounted in front of the rear motor plate. Lead and bolts will be only pieces allowed in making of the 50 lbs. Collars not included.
2. GM Part Number 19271821 (CT525)
3. These engines are sealed at Chevrolet Performance, all engines must have original Chevrolet Performance GM Seals. Engines must not be altered, modified, or changed from factory specifications.
4. The sealed engines must remain intact and not be tampered with. Any seals that have been removed or tampered with will make the engine illegal and not eligible for competition. The penalty for anyone tampering with seals, modifying any internal engine parts, changing the parts from stock as delivered and sealed from the factory will be subject to expulsion from racing at EAMS.
5. CT525 must run MSD LSX ignition controller. MSD ignition controller must be mounted with easy access for tech inspectors. MSD ignition controller must be programmed with a limit of 7300 RPM maximum.
6. When checked after the race, if RPM limit is more than 7300 RPM, this will result in disqualification, no money or points for that race.
7. The GM/CT525 will be the only engine allowed to use a coil pack distributorless ignition system.

CARBURETOR

1. One four barrel carburetor only- of any manufacture.
2. Any size carburetor spacer permitted

ENGINE PACKAGE E

See National Late Model Series rules for specifications regarding engine.

ENGINE PACKAGE F

See National Late Model Series rules for specifications regarding engine with aluminum heads.

ENGINE PACKAGE G

SPUR Head 358

No porting

ENGINE PACKAGE H

Topless Outlaw Rules

ALL ENGINE PACKAGES

Track reserves the right to adjust weights in interest of competition should it be deemed necessary.

FRAME

1. All frames must be of steel construction.
2. Square or rectangular frame must have a minimum of 2" by 2" material, .083-wall thickness.
3. If round tube frame, tubing must have a minimum of 1-3/4 " outside diameter, .083 wall thickness.

SUSPENSION RULE:

Standard Late Model suspensions ONLY. No spring loaded or shock type 4 bar rods. Only standard solid bar 4 bar rods. No torsion bar front or rear suspension. Standard one piece bird cages; No split bird cages. May run one of the following rear suspensions: 5th coil or torque link, NOT both. May run any bump stop on RF (Shims, washers, and/or spacers OK).

Spring rubbers ok. One (1) working stock per wheel except the left rear (LRF OK). One (1) 5th coil shock only.

Remote adjustable shocks permitted. Schrader Valve shocks OK. NO internal bump stops. No air shocks or spring cages allowed. NO Thru Rod or inverter shocks. One (1) 90/10n shock allowed to be mounted on top of rear end.

WHEEL BASE

1. Minimum wheelbase will be 103", with 1" tolerance.

ROLL CAGE

1. All cars must have a suitable steel roll cage protecting the driver's compartment, including headrest.
2. Side roll bars are mandatory, and must extend into the door panels. A minimum of three (3) bars must be used on the left side.
3. Each bar must be at least 1-1/2" in diameter, with a minimum material thickness of .083".
4. Roll cages must be welded to frame.

EXHAUST/MUFFLERS REQUIRED

1. Any commercially manufactured muffler – MUST register under 100 decibels.
2. Collector type headers only.
3. No modifications and/or alterations to mufflers will be allowed. (No deliberate air leaks, vents, holes, etc.)
4. Any car that loses a muffler will automatically be disqualified.
5. Any car that is deemed too loud by track Officials under race conditions will be black-flagged.

BRAKES

1. Four-wheel disc brakes permitted.
2. No carbon fiber brake parts permitted.

FUEL CELL/FUEL

1. An approved fuel cell (32 gallon maximum) must be securely mounted in the trunk area of the car, inside a .20 gauge metal box supported by a minimum of two 2" by 1/8" steel straps.
2. All fuel cells must be completely visible from the rear of the car.
3. Fuel cell must not be mounted lower than bottom of quick-change rear end.
4. Pump gas or racing fuel only. (RACING FUEL AVAILABLE AT TRACK)
5. Pump gas may contain up to 10% ethanol as allowed by law.
6. Gas must pass acid test.
7. E85 Fuel is allowed.
8. Fuel must check within 1% at any time checked (MIN 84%ETHANOL-MAX 86%)
9. No alcohol, methanol, nitrous oxide, or chemical additives including, but not limited to, propylene oxide, nitromethane,nitro propane, or any nitrate additives.

TRANSMISSION

1. Must have at least one forward and one reverse gear in working order.
2. No straight drives or in and out boxes.

WHEELS

1. Any brand or type of wheel allowed must be mounted with lug nuts.
2. No knock-off or center lock wheels.
3. Maximum wheel width-14" inches.

TIRES

1. Hoosier 21 or 55, NLMS 3 or 4 allowed. AR 48, 56, Pro 2, Pro 3, Pro 4.
2. Grooving, siping, and buffing tires permitted.
3. All numbers, codes, and manufacturer names must remain visible on the tire. No grinding off of numbers, codes or names. Any tire that has been altered will be illegal.
4. No tire softeners or conditioners permitted.
5. Tires may not be altered using any natural or unnatural, hazardous or nonhazardous, components or chemicals that affect the factory set baseline settings of a given tire.
6. ALL competitors are subject to tire inspections.

WEIGHT

See table under Engine section for specific weights.

1. All cars must have specified weight posted on top left side of roof.
2. Minimum weight will be measured with driver in car.
3. Attached weight must be securely bolted to frame with 1/2" or larger bolts, and painted white or silver with car number clearly painted on them.
4. No weight may be attached to rear bumper.
5. No lead pellets or liquid weight.
6. No driver operated weight adjustment devices.
7. One pound per lap weight allowance after race.
8. Track reserves the right to adjust weights in interest of competition should it deem necessary.

TRANSMISSION

1. Must have at least one forward and one reverse gear in working order.
2. No straight drives or in and out boxes.

WHEELS

1. Any brand or type of wheel allowed must be mounted with lug nuts.
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3. All numbers, codes, and manufacturer names must remain visible on the tire. No grinding off of numbers, codes or names. Any tire that has been altered will be illegal.
4. No tire softeners or conditioners permitted.
5. Tires may not be altered using any natural or unnatural, hazardous or nonhazardous, components or chemicals that affect the factory set baseline settings of a given tire.
6. ALL competitors are subject to tire inspections.

HOTSHOT

PROTEST:

\$1500 -- the fee must be paid in cash to the chief technical inspector. \$1300 to the protest winner, track retains \$200. Protest will be in writing 10 minutes following the completion of the racing event. Must run in the top 3 to protest.

\$1500 claim on motor. If motor is claimed twice (per year) with refusal to sell, a one year suspension may be applied. \$200 claim on all other mfg CPU. \$300 claim on Honda CPU (\$50 to be retained by track).

WEIGHT RULE:

2500 lb. minimum, 1lb per cc of engine size. Honda V tech engines allowed at tech inspector's discretion. No GM rear wheel drive cars. No all-wheel drive cars. No low-profile cars. Complete stock body with stock frame and suspension components in stock location. Four-point roll cage mandatory and must be approved. Racing seat and safety belts are mandatory. Fuel cell may be used.

DRIVELINE:

Front wheel drive only. Differential must be stock for make and model. No locked transmissions.

ENGINE RULE:

Must be stock for make. (Chevy in Chevy, Ford in Ford, Honda in Honda etc.) Headers allowed. Stock air box or cold air intake allowed (filter must be enclosed). Alternator must work and be in it's original position or securely mounted to the driver's compartment. Stock automatic, or stock standard transmission. Brakes must remain stock for make and model of car, no adjusters.

COMPUTER:

Tuning allowed.

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. May remove the back seat and cover the opening with metal. Doors must be welded shut. No frame altering, weight penalty for excessive hulling. Must have front and rear bumper cover. aftermarket okay.

TIRE RULE:

Maximum tire size P235/70/R15 DOT tires only. No racing tires. All 4 tires must be same size, (example: 13, 14, 15, or 16 inch all the way around) 8" maximum width wheels, 1" tolerance. May be double centered. 1" lug nuts required on steel wheels. Beadlock wheel permitted. All tires subject to lab testing at any time. No chemical treating of tires allowed. All general tire rules apply.

***WHEELS ON RIGHT SIDE MUST BE STEEL, NO EXCEPTIONS