



GENERAL RULES FOR ALL CLASSES:

Fire suit, fire extinguisher mounted in reach of driver, and RACEceiver's are mandatory. No driver/crew radio communications. Gas only all divisions. No mirrors. No tire warmers. All weights are before the race with the driver. 1 lb. per 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. Cars are placed in the division for which they are best suited. 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.

Hoosier Racing tires, American Racer tires, Sunoco Race Fuel, and many parts are available for purchase at the track. Please contact the track with any questions.

*****604 CRATE LATE MODEL:**

Crate Racin' USA Rules apply for reference.

THIS IS NOT A SANCTIONED RACE, WE ARE REFERENCING THEIR RULES.

<https://latemodeltouring.crateracinusa.com/downloads/get.aspx?i=794082>

<https://latemodeltouring.crateracinusa.com/downloads/get.aspx?i=816994>

Tire Rule:

- Hoosier Crate 21, Crate 55, NLMT-3, NLMT-4. American Racer 48, 56, Pro 2, 3, 4.

*****602 LATE MODEL/602 CHARGER:**

ENGINE RULE:

- 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.

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. 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 ok. One (1) working stock per wheel except the left rear (LRF OK). One (1) 5th coil shock only. No adjustable shocks, no canister style or 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.

FUEL:

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

BODY RULE:

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

TIRE RULE:

- Hoosier Crate 21, Crate 55, NLMT-3, NLMT-4. American Racer 48, 56, Pro 2, 3, 4. NO RIBBED TIRES. Grooving and siping allowed. All general tire rules apply.

ALL LATE MODEL CLASSES

No wings or tunnels of any kind permitted underneath the body or chassis. 1 stone deflector 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.

*****LIMITED LATE MODEL**

ENGINE RULES

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 Oulaw 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.

BODY

*Limited Late Models can be topless. A piece of aluminum is allowed to be placed on the roof over the driver, if preferred.

SAFETY

1. Approved helmet and full fire resistant driver's suit required.
2. All cars must have 3 inch seat belts with shoulder harness and must be attached to roll cage unless you run a head and neck restraint 2 inch shoulder harness is allowed.
3. All cars must have an approved fire extinguisher, securely mounted, within easy reach of the driver. A 5 lb. halon system is recommended.

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.
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.

*****HOBBY:**

This division is open to any 1955 or newer sedan. NO station wagons or pickup trucks.

WEIGHT:

- A. 2700lbs with driver 2600 lbs. with 602 stock Crate Engine.
- B. GM Crate engine must have factory GM seals, EAMS or Crate USA seals.
- C. All cars must have weight posted on right side of roof.

ENGINE:

- A. 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.
- 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.
- 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. 47lbs minimum. NOTE: 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 be stock length to the engine. No Hbeam 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. Track reserves the right to change, delete, or amend the rules in interest of competition

*****HOBBY (continued):**

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. Roller cams add 50 lbs.

C. Timing Chains ONLY. NO Gear Drives.

CYLINDER HEADS:

A. Factory production cast iron heads. Vortec 062, 906, Racing Head Service Vortec replacement #12402 & #12407 allowed. Engine Quest #CH350C & #CH350F allowed. 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. RHS-20301 allowed.

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. Big valves Add 50 lbs. Ford, Chrysler must remain stock sizes.

F. Stainless steel valves permitted. Undercut or tulip stem valves ok. No titanium valves.

G. Screw in studs and guide plates permitted.

H. Roller rockers 7/16 & 3/8 permitted. Aluminum rockers and stud girdles permitted.

I. No shaft mounted rockers.

J. Steel valve retainers & keepers ONLY. Any spring permitted.

K. Valves will be removed during protest.

*****HOBBY (continued):**

INTAKE:

- A. Any single four-barrel intake permitted.
- B. \$250.00 claim or swap rule on intake.
- C. NO porting, polishing, or epoxying of runners permitted.
- D. 1" Carburetor spacer allowed.

CARBURETOR:

- A. 1 stock dual or single line, Holley carburetor ONLY .650 cfm maximum.
- B. EAMS dual line spec 600 cfm carburetor OK. Holley part HP80541 OK.
- C. NO porting, polishing, or modifying of venturies. NO altering of boosters, throttle shafts, butterflies, or throttle plate.
- D. Carbs checked with no-go gauges made to Holley specs.

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. MSD 6A or 6AL ignition boxes allowed.
- C. Stock appearing coil and ignition module permitted.

COOLING SYSTEM:

- A. Cast iron or aluminum water pump.
- B. Stock or aftermarket pulley systems permitted.
- C. Aluminum radiator permitted.

EXHAUST SYSTEM:

- A. Collector type headers ONLY. NO 180, zoomies, Tri-Y or merged collector headers. Cross over headers permitted, all 4 tubes from the same side of the motor must go into the same collector.

*****HOBBY (continued):**

TRANSMISSION AND REAR ENDS:

- A. Standard or automatic transmissions ONLY. Automatics must have full size torque converters 10" Minimum, NO shut off valves.
- B. Bert, Falcon, or Brinn transmission permitted.
- C. Locked rear ends permitted. May run floater rear end with wide 5 hubs, (NO Bird cages) all rear end mounting brackets MUST be steel If aluminum must be bolted down.
- D. Quick change rear end aluminum axle tube permitted. Must meet all suspension rules as listed. Steel & Aluminum tubes permitted.
- E. Drive shaft must be painted white and have steel drive shaft loop front and rear.

CLUTCH:

- A. Triple disc clutch allowed with 153 tooth flex plate only.
- B. Puck style clutch disc allowed.
- C. Steel flywheels ONLY. 14lb minimum.
- D. NO aluminum flywheels or RAM couplers. Track reserves the right to change, delete, or amend the rules in interest of competition.
- E. Ford may run 11" 14lb aluminum flywheel.

ENGINE POSITION:

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

BRAKES:

- A. 4-wheel brakes mandatory.
- B. 4-wheel disc OEM style single piston cast iron or aluminum calipers permitted.
- C. C. No aluminum rotors.
- D. Dual master cylinders permitted. Brake adjusters permitted.
- E. Dual & 4 piston calipers allowed.

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

*****HOBBY (continued):**

FRAME:

- A. 103" wheelbase 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. Front frame horns must remain stock may be cut in front of steering box.
- D. 50 lb weight penalty for shortened front snout. Weight must be in front of bell housing.
- E. Camaro snout cars must have full length frame under body or add 50 lbs.
- F. No offset frames. No jig chassis.
- G. Rear snout to center of rear end must be complete. Schrader valves ok.
- H. 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 aftermarket spindles permitted.
- B. Lower control arms must be stock and mounted in original locations.
- C. Tubular upper A-arms permitted.
- D. Aftermarket drag link and tie rods permitted.
- E. Steering quickeners permitted. No rack-n-pinion steering, add 50 lbs.
- F. NO coil-overs.
- G. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.
- H. Weight jacks permitted.
- I. All coil springs must be a minimum of 5" diameter. Track reserves the right to change, delete, or amend the rules in interest of competition.
- J. If you run a Howe clip car must be part# 358-8-01 if not will carry a 50lb weight penalty.

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. No 90/10 shock allowed.
- E. No 5th coil, lift bar or reese bar, etc.
- F. Racing shocks permitted. No single or double adjustable shocks. No Canister shocks. 1 shock per wheel only. Schrader valves ok.
- G. No spring-loaded bars on rear suspension of any kind.
- H. Coil overs are allowed on the rear.

*****HOBBY (continued):**

COIL SPRING CAR:

- A. Rear springs may be bucket mounted, NO sliders.
- B. Rear end must remain in the center of the chassis.
- C. Coil Over Eliminator allowed.
- D. Racing shocks permitted. No single or double adjustable shocks. No canister shocks. 1 shock per wheel only.
- E. Weight Jacks permitted.
- F. NO 5th coils, reese bars or additional lift bars allowed.
- G. 3 link rear suspension with J-bar allowed with solid top link or rubber biscuit bar only. No spring-loaded torque links. No 90/10 shock allowed.

WHEELS AND TIRES:

- A. Steel wheels ONLY, reinforced racing wheels recommended, stock type or wide 5 lug pattern allowed.
- B. 14" maximum width on wheels, steel bead lock allowed.
- C. Aluminum wheels up to 14" allowed add 100 lbs.
- D. Wide 5 adapters allowed.
- E. Hoosier Crate 21, Crate 55, NLMT-3, NLMT-4. American Racer 48, 56 , Pro 2 & Pro 3.
- F. NO RIBBED TIRES.
- G. No inner liners.
- H. All general tire rules apply. Grooving, siping, and buffing allowed.

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

BODY:

- A. All bodies, stock or aftermarket, are subject to approval by the tech inspector.
- B. OEM stock steel bodies must maintain stock appearance.
- C. Stock appearing aftermarket steel or aluminum bodies will be allowed.
- D. All aftermarket bodies must have plastic nose pieces,
- E. Body sides and roof must look like the nose of the car they are representing (ex: Camaro nose must have a Camaro style roof; Monte Carlo must have a Monte Carlo style roof).
- F. Hood may be fiberglass, aluminum, or steel.
- G. If you use an aftermarket body, install it correctly.
- H. No flat sided bodies and no dirt late model style bodies.
- I. All bodies must be mounted straight up...this means your roof is mounted exactly in the center of the chassis (left to right). Body sides must have a body break or rounded shape.
- J. Aftermarket bodies must not exceed a maximum width of 76". Over 76" will carry 50 lb. weight penalty.
- K. Any nosepiece.
- L. Rear quarter panels must be finished from tire to rear bumper and not

*****HOBBY (continued):**

- L. Rear quarter panels must be finished from tire to rear bumper and not extend below the rear bumper. Deck height is 38 inches.
- M. No front push bars will be allowed.
 - a. If you feel you need some protection for the radiator, you may build a guard using tubing, but all tubing must be kept completely behind the front bumper in the grill area.
 - b. If you have a body style with a plastic nosepiece, all guards must be behind the nosepiece.
- N. Rear push bars permitted.
- O. No glass or lexan windows - must be open.
- P. Any plastic additions must conform to original body contour.
- Q. No homemade nosepieces.
- R. Spoilers may have a maximum size of 8" height.
 - a. Spoilers will be measured according to total length of and width of material, in any shape.
 - b. Gurney Flaps or Curls are allowed along the upper edge of the spoiler, but their length will be included in all measurements.
- S. Three spoiler braces allowed braces must be triangular in shape, maximum height of 8" inches and maximum length of 18" inches at base.
- T. A metal firewall must be half the width of the car.

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. Racing seat with 3" 5-point 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 General Rules for all divisions.

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.

*****ROAD WARRIOR (continued):**

WEIGHT:

- A. All cars 2,950 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. 602 crate engine.

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 Cam and Lifters .390/.450 Max If over .450 add 50 LBS. Stock diameter lifters to make of engine, ex. Chev. .842" .

CYLINDER HEADS:

- A. Heads must be standard production factory steel or baby butt, 461,462, 492, or 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, or 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 (continued):**

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. Only intakes permitted are:
 - 1. -Edelbrock 2101, 2701 or 7101;
 - 2. -Weiand 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, and no spacer with this 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 and 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 EAMS 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, or spark enhancing devices.

COOLING SYSTEM:

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

*****ROAD WARRIOR (continued):**

EXHAUST SYSTEM:

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

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. Factory style Aluminum single piston calipers ok.

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 should be same length in stock location. Can use aftermarket arms, no adjustable no heim joints on either end. May use stock bushing, neoprene, or monoball. From bottom of axle tube to center of mounting bolt
2³/₄" on lower arms.
- E. After market power steering pump OK.

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.

*****ROAD WARRIOR (continued):**

- 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 ½" 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.

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. AR500/H500 and 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.

*****OPEN WHEEL MODIFIED:**

Crate Racin' USA Series Rules apply.

<https://modifiedsportsman.crateracinusa.com/downloads/get.aspx?i=966303>

BODY:

<https://modifiedsportsman.crateracinusa.com/downloads/get.aspx?i=893540>

This is a non-sanctioned CRUSA event.

*****ROAD WARRIOR (continued):**

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.

*****CROWN VIC:**

BODY:

- A. FRONT AND REAR BUMPER MUST REMAIN STOCK WITH NO SHARP EDGES. BUMPERS MUST HAVE TOW CHAINS FRONT AND REAR. MUST HAVE FRONT AND REAR BUMPER COVERS.
- B. NO PUSH BARS IN FRONT OR REAR OF CAR.
- 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 COLUM.
- 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.

ENGINE/ TRANSMISSION:

- A. ENGINE MUST BE COMPLETELY STOCK.
- B. 4.6 SOHC
- C. MUST HAVE MUFFLERS.
- 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 MAY BE IN STOCK LOCATION OR RELOCATED TO TRUCK, NO BATTERIES INSIDE COCKPIT/PASSENGER COMPARTMENT.
- G. BATTERY DISCONNECT SWITCH ON THE DRIVER SIDE, REAR SPEAKER AREA.

*****CROWN VIC:**

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.

WEIGHT:

- A. 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.

*****STOCK HOTSHOT / FWD STOCK:**

Complete car claim, \$2,500, the fee must be paid in cash to the chief technical inspector. Claim will be in writing 10 minutes following the completion of the racing event. Must run in the top 3 to claim. Claim does not include any safety equipment, seat, seat belts, window net, or fire extinguisher.

WEIGHT RULE:

2200 lb. minimum, 1lb per cc of engine size. No Honda V tech tuned or tuned engines permitted. 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 such as Camaro, Firebird, or Mustang. 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.

*****STOCK HOTSHOT / FWD STOCK (continued):**

DRIVELINE:

Front wheel drive only. Differential must be stock for make and model.

ENGINE RULE:

Must be stock for make. (Chevy in Chevy, Ford in Ford, Buick in Buick, etc.) No modification 4- cylinder engines only. Stock exhaust must run under the car and at least past the driver's door post. Stock air filter and breather. Stock ignition. Alternator must work and be in their original position. Battery must remain in its original position or moved to the driver's compartment and be securely mounted and covered. 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 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.

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) 7" maximum width wheels, 1" tolerance. May be double centered. Oversized lug nuts required on steel wheels. Beadlock wheel permitted on right side. All tires subject to lab testing at any time. No chemical treating of tires allowed. All general tire rules apply.

*****MUST HAVE RACING WHEELS ON RIGHT SIDE, NO EXCEPTIONS!**