



These rules are subject to revision and/or amendments by AAS officials as needed. Where possible specific penalties will be moved to the general rules. AAS officials will interpret any conflicts arising from these changes.

1. BODY

- 1.1. Open to any American made passenger car, including El Caminos and Rancheros, with a wheelbase of 108" or more. Wheel base will be determined by adding left and right sides and dividing by two, ½" tolerance. Car shall be stock for year, make and model per the manufacturer's specifications. No alterations or customizing of any kind. Grill may be removed. Aftermarket front nose piece above bumper only.
- 1.2. The following shall be removed: all glass (except windshield), plastic lenses, antenna, exterior mirrors, door handles, chrome strips and interior upholstery.
- 1.3. Shall have stock front and rear bumpers. Front and rear bumpers shall have straps attaching the ends of the bumpers to the body panels sufficiently to prevent hooking of cars. Any reinforcement must pass technical inspector's approval. No battering rams. Bumpers must be chained to frame minimum ¼" chain.
- 1.4. No crash or nerf bars.
- 1.5. Lexan-type windshield shall be mounted to cover the entire windshield opening; three steel straps 1/8" x 1" shall be mounted vertically at the inside center. Three 1"x3" tabs must be installed evenly spaced across the top of the windshield. Tabs must be secured to the roof of the car and extend over the top of the windshield. Two additional tabs must be installed at the bottom of the windshield attached to the cowling.
- 1.6. Interior sheet metal shall not be gutted except for installation of door bars. Front fender wells may be removed. All fenders may be cut to allow tire clearance. Sheet metal in trunk may be removed up to rear end housing only. Rear firewall shall remain in place and all holes covered.
- 1.7. Doors shall be secured by any method that prevents opening. You may manufacture door skins only. Must be steel. Repairs on body panels must meet officials' approval.
- 1.8. Hood and deck lid may be gutted. Two pins shall be used on hood/deck with hinges; four pins on lift-off hood/deck. Must remove front inner fender panels or cut a 4" diameter hole in the hood above the fuel pump for fire extinguisher access.
- 1.9. Spoilers shall not be higher than 6" from the lowest point on the deck lid and shall not extend beyond the rear most part of the body or wider than the top of rear deck. If top of spoiler is above bottom of window it must be clear Lexan.

2. APPEARANCE

- 2.1. Race vehicle shall be painted, not primed. Race vehicle shall be maintained in an attractive, professional manner.
- 2.2. Numbers shall be non-reflective, outlined or painted, with minimum height of 18" and 3" stroke. Placement shall be on each of the two door areas (one on each side of the car) and on the top of the car. Roof numbers that may be confused if read upside down (six and nine) shall have a line painted underneath. AAS officials shall have final approval as to the legibility of numbers. Tape shall not be permitted. A B at least 6" high shall be lettered in front of the number.
- 2.3. All numbers shall be easily visible from the grandstand tower during the day and under night lighting conditions. AAS officials reserve the right to require competitors to alter or replace numbers that are not easily legible. Competitors, who refuse to alter or replace numbers upon request and in a timely manner, shall not be scored.
- 2.4. AAS reserves the right to approve commercial or editorial messages lettered on competing cars.



3. WEIGHT

- 3.1. Car shall weigh a minimum of 3,600 pounds at all times including fuel, driver and passenger.. 78-87 metric chassis with coil springs will be 3500 lbs.
- 3.2. Left side weight, including driver, fuel and passenger, shall not exceed 51% of total weight of car.
- 3.3. Any weight added to the car shall: 1) be located inside trunk area behind rear end housing; 2) not extend below frame; 3) be bolted securely with minimum ½” bolts; 4) be lead or steel (no cement). All weight must be painted white with car number on it.
- 3.4. In the event a passenger car is raced without a passenger, the car shall conform to the weight restrictions at all times. Penalty is disqualification.

4. CHASSIS

- 4.1. No alterations, customizing, or reinforcing permitted unless specified in these rules this includes front spring pockets, shock mounts, sway bar location, torsion bar mounting position, leaf spring or rear trailing-arm mounting position. **EXCEPTIONS:** Steering shaft, steering U-joints, and steering quick release coupler may be changed. Frame may not be notched or clearanced for exhaust manifold clearance. May X frame. Unibody frames may be connected front to rear with 2” x 3” x .120 wall boxed tubing.
- 4.2. Sway bar mounting shall be OEM for make and model. No all-thread permitted.
- 4.3. Shocks shall be mounted in stock position with the use of stock type mounts. Gas shocks permitted if stock issue or replacement for type of car. Re-buildable, adjustable or re-valvable shocks are not allowed. No heim ends allowed on shocks. **EXCEPTION:** lower mounts on rear end may be relocated 2” over and 2” down.
- 4.4. Caster and camber shall be changed by stock methods only. No cutting or welding. Fords may elongate sliders for camber change. Control arms must be equal length. GM / GM, Ford/ Ford. Maximum camber allowed on left front shall be 2.5 degrees positive. Maximum Trac width for 108-111” wheelbase cars is 66.5 “and for 112” or more 68”.
- 4.5. Minimum ride height allowed will be 5” measured at the dog leg behind front wheel and ahead of rear wheel.
- 4.6. Rated springs optional. Springs may be cut or heated. Adjustable spring cups are optional in the front only. Uneven amounts of leaf springs may be installed, and leaf springs shall be bolted together and U-bolted to the rear end housing. Fixed adjustable spring cups are allowed on 112” and above wheelbase cars. No track adjustment allowed. Leaf springs must be magnetic steel. Stock OEM shackles only.
- 4.7. No cutting or welding of any component.
- 4.8. Stock four-wheel brakes in working condition. After market proportioning valves optional. Must be mounted under hood beside master cylinder. Stock OEM master cylinders only.
- 4.9. Disc brakes permitted if stock for specific car. No rear disc brakes.
- 4.10. All steering components must be stock OEM, GM/GM, Ford/Ford.
- 4.11. All racecars shall be equipped with tow hooks, front and rear. Each tow hook shall be sturdy enough to support the weight of that end of the car. All hooks shall be easily reached and shall be painted white to distinguish hook area. All vehicles that do not conform to this rule shall be pushed into the infield until the race event is over. Tow vehicles shall not be responsible for damage caused to cars by inadequate tow hooks.

5. ROLL CAGE

- 5.1. Minimum requirements: Steel cage, four-point that extends to width of frame; four horizontal bars on driver’s side, two horizontal or X’d bars on passenger side; three vertical locking bars between horizontal bars. Top horizontal bar on driver’s side shall not be lower than door/window opening. Spreader bars front and back mandatory. Top halo shall have a center bar. Cage shall be mounted on frame. Shall be constructed with minimum 1 ½” O.D. steel tubing not less than .090 thickness. Rear



hoop may be installed in trunk no wider than frame rail. All cars with two seats must have four horizontal bars on the right side.

- 5.2. A 1 ½" tube or ½" by 1" box tube may be mounted behind fuel cell between frame rails.
- 5.3. Front radiator hoop may be mounted no more than 4" forward of radiator, one center bar, and no wider than frame rails, diagonal bars not to exceed more than 18" to rear of radiator. Complete front hoop tied to roll cage optional.
- 5.4. Bars shall be padded at point of possible contact with driver.
- 5.5. Driver's door bars must be plated with 1/8" steel or aluminum plate on outside of door bars covering 2/3 of door. The passenger door bars shall match the driver's side; additionally, a gripping bar shall be constructed off the front spreader bar in such a manner that it is easily accessible to the passenger.
- 5.6. All joints shall be completely welded and gusseted. Must be good quality welds and must meet technical approval.
- 5.7. Two bars must be added, one on each side, from the front uprights of the cage through the firewall to the frame BEHIND upper A-frames.

6. ENGINE – (MAXIMUM DISPLACEMENT SHALL BE 360 C.I. MAXIMUM BORE SHALL BE 4.060).

- 6.1. Shall be stock GM-to-GM, Ford-to-Ford, etc. In stock location. No set back.
- 6.2. Shall be V-6 or V-8 cast iron. No Bow Tie blocks.
- 6.3. Shall not exceed overbore size of .060 from OEM specifications. Flat top or dished pistons only.
- 6.4. Shall have a maximum cylinder compression of 190 psi NO TOLERANCE. CRANK UNTIL GAUGE STOPS NO TOLERANCE FOR TEMP.
- 6.5. Shall have a hydraulic cam with a maximum lift of .500" measured at the push rod times rocker arm ratio. No solid or roller cams allowed.
- 6.6. Shall have stock single point ignition or stock type electronic ignition for specific model of car. No magnetos, dual point distributors, or after market production distributors. After market module optional.
- 6.7. Except, as described, all other internal engine parts shall retain OEM specifications regarding size.
- 6.8. Cylinder heads and components shall be stock factory production and standard equipment as offered in factory vehicles offered for sale in quantities of 1000 or more to the general public. Shall not be tampered with in any way to enhance air/exhaust flow; no porting, polishing, match porting, grinding, shot-peening, acid etching, sanding or heavy wire-brushing. Low profile stock cast iron manifolds only. Shall have stock valve size. Stainless steel valves optional. No tulip valves. Valve seat angle shall be stock, no back-cutting or under cutting. Valve springs shall be stock factory production diameter. Rocker arms shall be stock for specific head and motor. Poly locks may be used but not stud girdles. No bow tie, Dart or any other type of high performance head. No Vortech heads.
- 6.9. Connecting rods shall be stock OEM only. After market bolts optional.
- 6.10. The crankshaft in the motor shall be compatible with the bore dimensions to create a bore-to-stroke relationship with those offered in factory vehicles offered for sale in quantities of 1,000 or more to the general public. The only deviations allowed shall be those for re-matching work or out of round surfaces. The connecting rod journals may be ground under size but may not offset ground to increase the stroke of the crank. Stock OEM crankshaft only. No undercutting, grinding, or lightening of counter weights in any way. Balancing is permitted. Minimum crankshaft weight is 50 pounds with the timing gear. Penalty shall be \$1,000 fine and loss of all points for race season.
- 6.11. One gauge legal 500 CFM, 2BBL, Holley 4412 or Motorcraft 2 BBL carburetor shall be used. A maximum of 1.125" shall be allowed between the top of the intake manifold and the bottom of the carburetor to facilitate an adapter plate, including gaskets. Carburetor modifications to enhance breathing capacity shall not be allowed. Choke plate and air horn may be removed. All air entering



engine must pass through venturi. A \$250.00 carburetor claim is in effect for this division. SEE GR 16.0.

- 6.12. No fuel injection, super charger, nitrous oxide, or ram air is permitted. K & N air filters permitted, maximum size 4" x 17".
- 6.13. Intake manifold shall be stock cast iron dual plane design, or out of box un-altered performer manifold. GM 2101, Ford Windsor 2181, Ford Cleveland 2665, or Dodge 360 2176.
- 6.14. Shall be stock factory production cast iron exhaust manifold. NO modification of any type (porting, polishing, etc.) No headers.
- 6.15. Shall be a single exhaust that passes through muffler and exits behind driver. Maximum 2.5" O.D. pipe.
- 6.16. Mufflers are mandatory and shall be securely fastened. Shall not use wire or plumbers tape to secure muffler. Given the maximum 82db sound requirement, it is highly recommended to have adjustability in sound emissions.

7. FUEL AND FUEL SYSTEM

- 7.1. Fuel shall be any unleaded racing fuel or pump gas. Fuel shall not be blended with ethers or other oxygenates (i.e. propylene oxide), Aniline or its derivatives, nitro compounds or additives of any other kind. Penalty is \$500.00 fine and loss of all accumulated points.
- 7.2. Fuel shall not be blended with alcohol, ethers, or other oxygenates (i.e. propylene oxide), Aniline or its derivatives, any nitro compounds or additives of any kind. Fuel shall not be iced or cooled. Penalty is \$500 fine and loss of all accumulated points.
- 7.3. Fuel cell shall be top feed type, securely installed in trunk compartment with four straps minimum 1/8" by 1", two crosswise and two lengthwise. Cell shall be mounted no further forward than rear end and no lower than bottom of frame rail, and enclosed in minimum of 16 gage steel box. In no case shall the fuel cell be mounted in the passenger compartment. Station wagons shall have fuel cells; no steel tanks allowed. Minimum 10" ground clearance required between bottom of fuel cell mounts and level ground. A 1/8" steel plate will be installed the width and height of the fuel cage at the rear.
- 7.4. Shall be made-for-racing type cell.
- 7.5. Mounts for fuel cell shall be welded to frame. An approved roll over vent shall be installed on the fuel cell. Must have ground strap from filler neck to chassis.
- 7.6. Filler spout shall be in trunk compartment.
- 7.7. Maximum fuel capacity shall be 22 gallons.
- 7.8. Fuel line may run inside driver's compartment but shall be inside steel tubing.

8. COOLING AND ELECTRICAL

- 8.1. Single car battery located forward of rear firewall.
- 8.2. Shall have a master kill switch clearly marked within the driver's reach and easily accessible from outside car. This switch to be clearly marked "off" and "on".
- 8.3. Starter shall be operational.
- 8.4. Single radiator mounted in stock position.
- 8.5. Shall have a 1/2-gallon overflow catch can mounted inside engine compartment or in trunk.
- 8.6. Shall have operational fan and shroud in stock position. Electric fan optional.
- 8.7. Battery shall not be mounted in the engine compartment. If the battery is mounted in the driver's compartment, it shall be completely enclosed. A battery shut-off switch shall be installed.
- 8.8. Radiator shall have a catch tank for fluid overflow. Radiator shall be securely mounted.



9. DRIVETRAIN

- 9.1. Stock rear end for make and model, mounted in stock location. Welding of gears not permitted. No limited slip rear ends. Aftermarket axles highly recommended. No locking devices of any type allowed.
- 9.2. Axle bearing shall be welded to axle.
- 9.3. Drive shaft shall be painted white.
- 9.4. Stock clutch and flywheel. Scatter shield, blanket, or ¼" steel plate mandatory.
- 9.5. Transmission shall be stock (GM to GM, Ford to Ford, etc.)
- 9.6. A drive line catch strap shall be used, sufficient to support a broken drive line. Strap shall be constructed from a minimum 5/16 chain, of flat steel not less than ¼ "thick and 2" width mounted securely to floor pan. No farther than 12" behind U-Joint.
- 9.7. Transmission cooler shall not be mounted in the passenger compartment.
- 9.8. Shall have stock flywheel or flex-plate. No aluminum flywheels or lightened flywheels. SFI certified flex plate does not require scatter shield.

10. WHEELS AND TIRES

- 10.1 Shall be Goodyear 26.5 or 27.0 x 8.0-15, (D2862, or D28630). Main event shall be run on same tires used for qualifying. Acceptable tires will be marked by AAS officials. Only damaged tires may be replaced, upon inspection and approval of AAS official. Changing tires for any reason other than noted above, prior to the main event will result in a 5-position penalty. The penalty for changing two tires will result in being moved to the back of the pack. Wheel Spacers will be permitted as long as not to exceed the 66 ½ inch track width rule.
- 10.2 Tire softening will not be allowed on the premises. Penalty for first offense: \$250.00 fine.

11. SAFETY REQUIREMENTS

- 11.1. A made-for-racing seat shall be used. The seat shall be fastened to a steel reinforcement located on the floor pan. The seat shall not be fastened to the floor pan in the stock manner. There shall be a bottom and back support for the seat, and the back of the seat shall be attached to the roll bar. Head restraint and collar is recommended. Hahns, Hutchins or other approved devices strongly recommended. No fiberglass seats.
- 11.2. Made-for-racing seat belts and harnesses measuring 3" wide shall be used. Shoulder harness shall be secured to the roll cage 6" below shoulder level and secured behind the driver no farther back than 12". Harness shall be of the five-point design that will include a belt to keep the driver from slipping through the bottom of the seat. Belts shall not be fastened to the floor pan in the stock manner. Belts shall be fastened to a structure, preferably to the same structure to which the seat will be fastened. **BELTS AND HARNESSSES SHALL NOT BE MORE THAN 5 YEARS OLD.**
- 11.3. Snell approved SA2000 or newer racing helmet with goggles or face shield shall be worn by driver.
- 11.4. Recommends having one (1) fire extinguisher of at least 2 ¾ lbs. with gauge or status indicator, or commercial fire system, mounted in a location visible from both the driver and passenger windows and easily accessible to the driver. Car number shall be painted on the extinguisher. An automatic or trigger release on-board fire extinguisher system is highly recommended to be centrally located for activation from either side of the car..
- 11.5. **Race-Ceiver radios will be mandatory. No two-way radios will be permitted. Track vendor will have a limited supply of rental units available more info regarding purchasing information; Star Racing Supply at 916-914-1284.**

12. CO-DRIVERS/PASSENGERS

- 12.1. All roll cage and safety rules applicable to Bomber driver shall also apply to Bomber passenger.



- 12.2. A Bomber containing a passenger shall have one or more fire extinguisher(s) mounted within reach of both the driver and passenger. ALL PASSENGERS MUST BE NASCAR MEMBERS.
- 12.3. A Bomber containing a passenger shall have a bright orange ribbon or flag not less than 12" long by minimum 1" wide affixed to its left rear bumper for safety identification.
- 12.4. At time of pit registration, a Bomber driver shall be responsible for informing pit gate personnel of the identity of the passenger.
- 12.5. At time of pit registration, a passenger shall inform pit gate personnel of his or her intent to participate in racing as a passenger and shall register as such.
- 12.6. Both the driver and passenger are equally responsible for making sure all rules are obeyed.
- 12.7. PENALTY: Failure by either driver or passenger to abide by AAS rules regarding passenger safety equipment and/or identification shall result in any combination of the following: 1) disqualification, 2) fine, 3) loss of points, 4) loss of money, 5) suspension.

13. TEAM DRIVING

- 13.1 Bomber team driving is allowed, and will be used as the basis of point's accumulation for this division. One payout and one set of trophies will be awarded based on this system. Each team must register one primary driver by NASCAR drivers license number who will be permanently assigned the car regardless of who drives the car. All records, announcements, scoring, points, payouts, special awards will be made to the primary drivers name and NASCAR registration. Any primary driver who competes without a license will not be awarded points. Prize earnings will only be reported to the primary driver for tax purposes. Up to three people may be registered with a team as drivers. Each must have a NASCAR license.