



### **Introduction:**

1. All parts with identification numbers removed or covered will be considered illegal. It is ultimately the obligation of each participant to ensure that his or her conduct and equipment comply with all applicable All American Speedway (AAS) and NASCAR rules and regulations.
2. No expressed or implied warranty of safety shall result from publications of or compliance with these rules. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to participants, spectators or others.
3. These rules are subject to revision and/or amendment by AAS officials as needed, in addition to the interpretation of NASCAR officials. Where possible specific penalties will be moved to the general rules. AAS officials will interpret any conflicts arising from these changes.

### **Eligibility:**

You must be 16 years old. All drivers, owners and mechanics must be registered members of NASCAR and in good standing. The NASCAR Premier license is the appropriate license for the Late Model.

### **Policy Statements:**

1. Any modifications not covered in these rules will not be allowed unless approved by Speedway officials.
2. Equipment will not be considered legal simply because it went through inspection unobserved.
3. Cars are subject to inspection at any time.
4. Officials reserve the right to confiscate and hold any parts and/or equipment not conforming to the rules.
5. Officials reserve the right to judge and decide what constitutes a legal part of a car.
6. During weighing and checking height of the car, all drivers will have their hands on the steering wheel with helmet in their lap while setting in their seat in its proper position.
7. If a driver is found not properly wearing his/her Hutchens or HANS will not be allowed on the track.
8. Repeat offender will be subject to loss of points or fine at Director of Competition's discretion.
9. **Given the maximum 82 db sound requirement, it is highly recommended to have adjustability in sound emissions. It is also recommended exhaust exits under vehicle.**

### **General Safety:**

1. Collapsible steering columns are mandatory.
2. Crew and spotter must be able to communicate with the driver at all times by means of radios. Radios are Mandatory, and one spotter per car in assigned location is mandatory to compete.
3. A quick-release seat belt, no less than two-inch wide is mandatory. A shoulder harness and additional anti-submarine (crotch) belt is also mandatory. All belts and straps must pass track Techs' visual inspection. Belts shall not exceed three years from date of manufacture, 6-point belt system recommended. Seat belt and shoulder harness must be securely bolted to the frame of the car or through plates installed in the floor section with aircraft quality bolts not less than 3/8" in diameter, then attached to the roll cage.
4. Battery must be located behind the firewall behind the driver. Must be securely mounted with an angle iron frame on top and bottom in front of left rear wheel.
5. Two independent throttle return springs are required.
6. No car will be permitted to compete until it is registered with NASCAR and inspected.
7. Hans, Hans-like, or Hutchins device is mandatory.



8. Battery disconnects mandatory within reach of driver.

**Helmets:**

1. Snell approved SA2000 or newer racing helmet with goggles or Lexan face shield is required.
2. Any helmet with the inside identification labels (sticker) defaced, obliterated or removed will not be approved-Helmets showing wear or abuse such as chipping or cracking will not be allowed.
3. Painted helmets will be closely inspected, as paint can weaken the outer Polycarbonate shell of some helmets.
4. A Nomex-type or equivalent helmet skirt is recommended.

**Driver Uniform and Fire Control:**

1. A Nomex-type or equivalent fire resistant uniform is mandatory.
2. Safety goggles required, if helmet without Lexan face shield is used.
3. Uniforms must be kept clean and in good repair. Soiled, worn, patched or poorly fitting uniforms will not be allowed.
4. All cars must have an approved operational fire extinguisher system mounted within reach of the driver. On-board fire system is mandatory.
5. Fire extinguisher system must be mounted in an approved mounting rack.
6. Fire extinguishers - An on board fire system with two nozzles, one in engine and one in fuel cell compartment will be mandatory. If fire system is in the drivers compartment it must be a HALON approved system.
7. Racing gloves mandatory.

**Eligible Car Models:**

1. Any stock factory U.S. production model—1964 or newer front clips. No truck front clips.
2. Approved reproduction Camaro-type clips will be allowed (see frame rules below).
3. Minimum wheelbase is 104".

**Weight:**

1. 2,900 lbs. – 604 crate motor or 2 bbl engine with 1 1/2" restrictor plate purchased from Wentzel Manufacturing (209) 608-2374.
2. 3,000 lbs. - 2 bbl engine without restrictor plate.
3. Perimeter chassis will carry a maximum of 58% left side weight.
4. Straight rail cars will carry a maximum 56% left side weight.
5. Fabricated clip cars shall carry 40 lbs. (20 lbs. on each upper frame rail directly behind the spring). Not to affect the total weight of 2900 or 3000 lbs to be reconsidered after start or 2010 season.
6. All added weight must be in block form and bolted in a safe manner per official's approval. Added weight must be painted white and clearly marked with the car number. No block will be less than five pounds. Violation of this rule will result in penalties at the discretion of the Chief Steward.
7. No spring, hydraulic, or air adjustable trailing arms allowed. Note: This also includes no rubber absorbing bushing. Heim joints must be steel.
8. No devices permitted for shifting weight. No suspension tracking telemetry devices allowed at anytime.



**Wheels and Tires:**

1. Any Made for Racing Steel Wheels will be permitted up to eight-inches wide, measured inside bead.
2. Competitors shall run Goodyear 2882 and 2472.
3. No re-grooving, buffing, grinding and/or cutting on any area of racing tires allowed.
4. Maximum track width of 67.5-inches, when measured at centerline of front and rear tires.
5. Bleeders will be permitted.
6. Suitable wheel tethers, mandatory in 2010.
7. No treatment or tire soaking of any kind, \$500 fine and loss of points.

**Chassis:**

1. The front clip must be stock or stock type. Approved reproduction Camaro-type clips permitted. Notching for fuel pump and oil pans allowed per official approval.
2. Fabricated clips may be used but shall be from one of the following approved vendors. Lower control arm mounts must be solid, non-adjustable. All others are subject to approval.
  - a. CMJ Racing fabricated front clip - Part # 93-05
  - b. Port City Racing limited late model tubular clip - Part # 100-2-205
  - c. Victory Circle front clip - Part # VCC-02-8055
  - d. Howe Racing, front clip - Part # 358-8-01
  - e. Racecar Factory front clip-Part # RCF 5506.
  - f. Perry Race Cars front clip-Part #FCC 1000
3. Rear fabricated clips must be constructed with 2" x 3" x 0.95 minimum wall thickness box tubing. No round tubing allowed.
4. Straight rail cars allowed, subject to tech approval.

**Suspension:**

1. One shock absorber per wheel is permitted. All shocks shall be magnetic steel body. All parts are to be original manufacture as per unit. No coil over shock systems allowed. All shocks must contain their OEM internal parts. Shocks that came from the manufacturer without base valves may NOT have them added. No shock may exceed the nationally advertised price of \$220.00. **EXAMPLES:** 7100 Series Penske (must have all Penske parts). If shock does not have a nitrogen separator piston when sold, it can't be upgraded. Pro Shocks must have OEM parts, no aftermarket or independent manufacture parts allowed, same with QA1, AFCO, or Bilstein. NO BUMP STOPS permitted.
2. No coil over eliminators.
3. Upper A-frames may be an after-market type. Lower Control arms must remain stock. Control arms may not be lightened or drilled. Stock front clips may modify the lower a-arm mount holes,. No spring bucket modifications allowed. Springs must hit spring pocket without aid of snubbers, bumpers, spacers, or other devices. Pocket and spring must mate without foreign material between them. A-arms may be cut and boxed for clearance, or frame may be notched and plated for clearance. No aluminum upper control arms.
4. Minimum four-inch (4") ground clearance without driver, at all times. All cars going to the scales to check ride height for qualifying/race will have no more than 20psi of air in the left side tires.
5. No devices permitted for shifting weight. No suspension tracking telemetry allowed at any time.
6. No aluminum center links steering shafts or aluminum steering boxes..



7. Third links solid tube only. No spring or rubber loaded third link is allowed. Heim joints must be steel. No spring-loaded pan-hard or J-Bar is allowed.
8. Springs mounted on the rear end housing must be front or rear mounted. No offset.
9. No staggered rear springs. Both springs must be ahead, on or behind rear axle housing.
10. After market tie rods and Heim joints will be allowed, but must be steel, no aluminum.
11. All spindles must be magnetic steel. Any type and configuration allowed so long as car does not exceed track width rule. Lightweight wide five hubs are allowed, but AAS reserves the right to discontinue their use should issues with oil leakage or other difficulties occur.
12. Must use stock type steering box. No Rack and Pinion steering.
13. All suspension slugs must be tack welded, no changes allowed at the track.

### **Drive Train:**

1. Any clutch with a 5.5 in. minimum diameter is allowed. The clutch must be metallic. No stock type clutch is allowed.
2. Any type of transmission is allowed. Transmission must have reverse.
3. 10 in. quick change with rear mounted spur gears allowed.
4. 9 in. ford with steel housing and cast iron third member allowed
5. All other types of rear ends will add 25 lbs to overall weight
6. Rear end must have floating hubs
7. Steel drive shaft only
8. Two 360 degree ¼ by 2 in. flat or 1 in by .095 rd. drive shaft hoops, one at the front no more than 6 in form U- Joint and one at the rear end of drive shaft are required.
9. No aluminum axle tubes.
10. No titanium rear end components will be allowed.
11. No cambered rear axle tubes.

### **Brakes:**

1. Any brake caliper with a nationally advertised price of no more than \$600.00 including mounting hardware will be allowed.
2. No aluminum, composite or titanium rotors allowed.

### **Clutch and Flywheel:**

1. Any clutch with a minimum of 5 ½” outside diameter allowed.
2. No carbon fiber or stock type clutches permitted.

### **Bodies and Bumpers:**

1. Down force and short track high performance bodies are not permitted. Both offset and straight-up bodies are permitted. ABC or template bodies are mandatory.
2. No carbon fiber body parts.
3. Hood and roof only may be lightweight fiberglass.
4. Roof height minimum 47” measured 10” back from windshield. Measured without driver.
5. Rear deck height: minimum 33 ½”, maximum 35 ½” measured with driver out of car.



6. Interior sheet metal must be minimum 24-gauge steel, crush panels may be aluminum no more than 9" wide, dash may also be aluminum.
7. Spoiler shall have maximum dimensions of 6 1/2" x 60", top 3 1/2" shall be clear plastic.
8. No cowl-air induction. Cowl-air opening at base of windshield shall be maximum size of 2 1/2" x 20.
9. No steel bodies.
10. No truck bodies.
11. Fender well openings may not be greater than 7" from lip of wheel.
12. Body must be flush with tires.
13. No splitters, wicker bills, etc. Subject to officials discretion. For clarification of body rules visit [www.abcbodies.com](http://www.abcbodies.com)

### **Roll Cages:**

1. All cars must have a four-point roll cage (diagram, last page). The roll bar must form a hoop running the width of the car (inside) mounted behind the drivers seat. The roll bar must be installed as close to the top sheet metal as possible. Another brace must run side-to side between the roll bar uprights. Side roll bars are compulsory and must extend into the door panels (minimum of three on each side), with six additional vertical supports per side equally spaced. Roll bar material must be one-and-three quarter inches outside diameter, .090-inch thickness. All welded joints must have a gusset of minimum 1/8-inch thick steel. No conduit, thin wall tubing or cast iron pipe fittings permitted. All driver area bars must be padded; all roll bar installations are subject to approval of track officials. **Note: Right side door bars shall have the equivalent of three bars or an X pattern and must meet tech approval.**
2. A loop must be installed extending from the forward roll cage uprights to a point no further forward than the front of the frame horns for the purpose of supporting the top of the radiator. Loop must be of the same material and dimensions as the roll cage. It may be attached to the frame by no more than three upright bars per side. Fender brackets made of one-inch diagonal tubing (two per side) may be welded to the loop. Outer ends of these brackets must be capped with a flat plate not to exceed 2" x 3" for the purpose of mounting fenders only. No other plates, bars, gussets, etc. allowed on front of the car.
3. It is mandatory for the driver's side door bars to have a one-eighth-inch steel plate covering 2/3 of door bars and shall be welded or bolted. You may use an aluminum plate but it must be quarter inch thick and it must cover 2/3 of the door bars.

### **Radiator:**

1. Radiator must be mounted in front of the engine.
2. No antifreeze
3. Radiator catch must be mounted in the right front of engine compartment with a hose pointed at the right front of windshield.

### **Identification:**

1. Cars must use numbers assigned by All American Speedway.
2. To pre-register car contact track office 916.786.2025 or e-mail [info@allamericanspeedway.com](mailto:info@allamericanspeedway.com) for number availability.



3. Door numbers must be minimum of 18 inches excluding borders and silhouettes with a minimum 4 inch width, and readable from the passenger side.
4. Roof numbers must be minimum of 24 inches excluding borders and silhouettes with a minimum 4 inch width and readable from the passenger side.
5. Numbers must also be placed on the right side in both the tail light and head light area 4inch minimum.
6. A one-inch contrasting border or outline recommended on all roof and door numbers.
7. Foil or reflective numbers are not allowed. Car numbers must be kept in neat appearing condition.

**Fuel:**

1. Any Unleaded racing fuel or pump gas. Mixing allowed. No alcohol or E85 no additives.
2. Fuel cells with rollover valves are mandatory, Soft Cells recommended. Cells can be placed no lower than ten inches from ground level. Cells must be equipped with a drag loop extending below the bottom of the cell. All cells must be cross-strapped solid (no plumbers tape). No snap-open gas caps allowed. Fuel cell containers must be constructed of not less than 22-gauge steel.
3. Fuel pump must be stock style mounted in stock location. No electrical fuel pumps allowed; or pressure fuel systems of any kind. No glass fuel filter bowls allowed. All fuel lines in cockpit area must be encased in one-inch rigid steel tubing. Oberg valves may be use but must be visible in trunk compartment.
4. No electric or electronic devices on or near Fuel Cell. A 1/8" steel plate must be attached to the front and rear of the outside of the fuel cell frame work from top to bottom and must be as wide as the fuel cell.

**Air Cleaner:**

1. Air cleaners are required, maximum dimension of 4" x 17" and cannot be removed during practice or competition.
2. K & N air filters permitted.
3. All air shall be filtered through the element. Only round metal air filter housing is permitted.
4. The top and bottom of the air filter housing must be solid and the same diameter. No bigger than 7/8 inch larger than the air filter size.
5. It is permissible to **ENCLOSE** the front area of the air filter housing up to a maximum of one-half of the air filter circumference. It can be no higher than the height of the air filter element.
6. Nothing is to be attached to the air cleaner or hood.
7. Absolutely no enclosed Cold Air Cowl Induction pressure boxes of any kind.
8. Air filters can be impounded at anytime.

**Ignition:**

1. All cars must be wired to allow the RPM chip to be checked. All ignition boxes and coils must be mounted in upper right side of dash. All wires leading from the tach, ignition box, and distributor wires must be out of reach in driver's cockpit. All wires must be encased in heat-shielded wrap so no wires are exposed. No spliced ignition wires permitted.
2. Cars must have distributor mounted in stock location. There shall be a maximum of two ignition coils and boxes. No programmable ignition boxes. Maximum of six pins (i.e. no 7AL type ignition). No pick-up sensors allowed on any part of the car or engine. No other devices that map rpm's or



torque curves will be allowed. A rev limiter chip is required. 6600 RPM for crate motors and 7400 for all other motors.

- 3. All cars must be self-starting at all times.
- 4. No optical ignition systems. No crank trigger ignition systems.

**Carburetor:**

- 1. Carburetor spacer or adapter: maximum 1”, 4-hole or open, any material.
- 2. GM crate engine (part #88958604) may run any single 4bbl carburetor.
- 3. All other engines must run Holley gauge legal 2bbl (part #4412 or #2300HP).

**Engine:**

- 1. GM part #88959604 Crate sealed by GM original factory seals, or All American Speedway approved engine builders will be allowed to compete. All rebuilding must be performed to adhere to the specifications in the GM Performance Parts publication. P/N 88958668; commonly know as “The Yellow Book” unless specifically covered.
- 2. No vacuum pump systems.
- 3. All other engines - no roller cams, aluminum blocks, magnetos, or dry sump systems (oil pump must mount in stock location). Brodix spec head is the only aluminum heads allowed on 2bbl engines.
- 4. Engine Location: Maximum engine offset of 2” measured between frame rails. Engine setback shall be no further than number one spark plug hole, equal to the center of the lower ball joints (1/2” variance). Motors may not sit lower than 11” from center of crankshaft to the ground.
- 5. Approved crate engine builders are as follows:

Penney Racing Supply 5437 Stationers Way Sacramento, CA 95842 (916) 338-3434	TOE Performance Products 211 Driftwood Drive Suisun City, CA 94585 (707) 425-2996
Rex Hutchison Racing Engines 4526 Auburn Blvd. Sacramento, CA 95841 (916) 483-9563	Long Engine Systems 55 Laxait Drive Carson City, NV 89706 (775) 882-4000
Borello Race Engines 3310 Graybar Mine Rd./P.O. Box 72 Garden Valley, CA 95633 (530) 333-4752	Motor Machine Super Shop 7620 Fair Oaks Blvd. Carmichael, CA 95608 (916) 944-0649
Engine Systems Development 533 Justeson Road Gridley, CA 95948 (530) 846-4545	



6. Owners and drivers will be responsible to keep the engine seals intact. Unsealed engines will be allowed to compete and teched under the same. Yellow Book Rules. See Late Model Addendum as adopted in 2009.
7. Crate motor protest may be initiated using the guidelines in general rule 20.1. In addition to the protest fee, another \$1,500 is to be secured for tear down and inspection. The inspection will take place the first possible business day when AAS, the protestor, and protested owner are available for inspection. Only two people from each party are allowed, for a total of six people plus the tear down staff. No exceptions.
8. The inspection will include timing components, gears, chains, and other possible timing altering parts. Cylinder heads, valve train, bore and stroke. Pistons, rings, and connecting rods. Crankshaft weight and balancer. Oil pump and lifters. Illegal engines will be confiscated. Legal engines can be assembled by the inspector or the engine will be returned to the owner. Inspections fees will be deducted from the \$1,500 before any money is given the protestor or owner.

**Note: ANY tampering with crate engines will result in loss of all accumulated points and a \$2,500 fine.**

**Exhaust:**

1. Headers shall be magnetic steel and have a maximum \$650 nationally advertised price. No 4 into 1 merge collectors.
2. Exhaust pipes shall be 2 into 1 with y-pipe.
3. **Mufflers are mandatory. Given the 82 db sound requirement it is highly recommended to have adjustability in sound emissions. It is also recommended to have exhaust exit under the car.**

**EXCEPTIONS TO YELLOW BOOK SPECIFICATIONS**

1. **A .030 overbore allowed. Piston #027520-030 (Mahle), piston ring #CR6264**
2. **Crankshaft journals may be .010" undersized. Must use O.E.M Comparable Cleveite bearing. NO coated or ceramic bearings allowed.**
3. **Valve spring retainers and keepers may be changed. Must retain stock installed height.**
4. **Valve covers may be changed.**
5. **Each rebuilder will have a cup seal unique to each rebuilder. Seal must be specific to: who built engine and seal number. Numbers must not be supplicated. Each rebuilder must keep a log book of seals used. Log must contain: owner name, engine serial number and seal number. Log must be made available to All American Speedway upon request. Seal must be installed on left front intake manifold bolt. Seal must remain untouched. Engine seals found to be damaged or suspect will require the engine in question to go through the sealing process at the expense of the engine owner.**
6. **Engines not conforming to yellow book specifications will be confiscated. It will not be returned to competitor until it is brought back to specifications by an authorized rebuilder.**
7. **Any rebuilder found using unauthorized parts or performing unauthorized matching of components will be fined and/or banned from competition. This not only includes the engine found to be illegal, but all engines rebuilt by said rebuilder.**
8. **Any four barrel carburetor, maximum 1" spacer.**

**Drawing:**

