



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. Vehicle shall have been produced in quantities of 1,000 or more and offered for sale to the general public. Body shall remain GM-to-GM, Ford-to-Ford, etc. Body and interior structural panels shall remain stock and intact except for:
- 1.2. Extraneous sheet metal may be cut away in the engine compartment, driver's compartment and trunk area. The firewall and floor pan will remain up to the rear axles, including the fender wells. The body shall also remain fastened to the floor pan/frame/chassis in the stock manner. Where the extraneous sheet metal includes any suspension mounting points, the metal shall not be cut away and the entire mounting structure shall remain intact. Right side floor pan may be raised to top of driveshaft tunnel and replaced with 22 gauge or .025 steel to allow for exhaust clearance. Firewall must remain intact.. Must be sealed to keep exhaust fumes out of driver's compartment.
- 1.3. Stock body panels only. Roof rails optional, but shall not exceed 1" in height. Sideboards not permitted. **EXCEPTION:** After market steel or aluminum front fenders, door skins will be allowed, but must be stock appearing. Rear quarters and all panels must retain stock dimensions.
- 1.4. All doors shall be welded or bolted shut. Hood and trunk lid may be gutted and mounted by means of hood pins. The hood and trunk shall not be secured by means of a threaded device that will prevent immediate access by a safety crew in case of fire or other danger. The rear panel must be left open enough to allow access for a fire extinguisher. Hinges may be allowed on the hood and trunk lids, but springs must be removed.
- 1.5. All glass, plastic, and chrome (except bumpers or wheels) shall be removed. Lexan-type windshield is mandatory. Must be full width. Three metal straps of minimum 1/8" thick x 1" wide shall secure windshield, mounted in such a manner inside as to prevent entry of a tire into the driver's compartment and to secure the windshield. In all cases, safety considerations shall be enforced. 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 cowl.
- 1.6. Stock bumpers shall be used. Where the stock bumpers cannot be used and one off of another make is being used, no more than 1/4" thick steel may be used to mount it. If an official considers the amount of reinforcement excessive, it shall be removed. No "cow catcher" type bumper guards shall be allowed on the front or rear bumper. Bumper may be square tube if rubber nose covers the bumper.
- 1.7. The steering column may be relocated to accommodate the driver. Spherical-end (Heim joint) rod ends may be used to relocate the steering column. Body bushings optional- full frame or unibody. On unibody cars rear of front frame may be connected to front of rear frame with 2" x 3" box tubing. Must pass tech inspection. Minimum 2" residual padding in the center of the steering wheel.
- 1.8. Rub rails are optional but must be within 1/2" at body. Ends must be turned into body; no open ends or capped ends. Must be constructed with maximum 1 1/2" OD round tubing.
- 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 spoiler extends above the bottom of window it must be clear Lexan.
- 1.10. 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.

2. APPEARANCE

- 2.1. Race vehicle shall be painted, not primed. Race vehicle shall be maintained in an attractive, professional manner. A one week grace period may be granted by the Director of Competition.
- 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 6" S will be lettered in front of the door numbers in this division.
- 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.
- 2.5. The appearance of the vehicle shall remain distinguishable as that which it was manufactured. The nose piece of the vehicle shall be removed upon its destruction and replaced with plastic or metal, but shall be securely fastened. If an official deems the appearance of the grill/nose piece exotic or excessive, it shall be changed to the satisfaction of the officials. Vehicles shall not be campaigned with open front ends. The rear of the vehicle shall remain stock appearing. The trunk lid shall not be chopped off if it becomes damaged. The front grille and rear tail light housings shall be removed.

3. WEIGHT

- 3.1. Minimum weight 3,250 pounds, including driver and fluids.
- 3.2. Maximum 56% left side weight, including driver and fluids.
- 3.3. Full frame metric coil spring cars minimum weight 3150.

4. CHASSIS

- 4.1. Minimum wheelbase shall be 108". Adding left and right sides together and dividing by two shall determine wheelbase. A tolerance of 1/2" shall be allowed. Minimum Ride height allowed will be 4" measured at the dog leg behind front wheel and ahead of rear wheel. With driver and not more than 30lbs. in the left side tires.
- 4.2. Shall be American made, mid or full size passenger cars. El Caminos, Camaros, or Mustangs may be campaigned in this division.
- 4.3. Spindles, all steering components, entire brake assemblies front and rear, and sway bars shall be stock (i.e. GM to GM, Ford to Ford, and Mopar to Mopar). GM Metric cars may run up to a 2" aftermarket dropped spindle, without any other modifications. Tube-type upper A-frames are optional. No heim joints or any other type of adjustable A-frames allowed. Adjustable proportioning valve optional MUST be mounted outside drivers compartment next to master cylinder not operable from drivers compartment. **EXCEPTION:** Make optional for stock replacement ball joints.
- 4.4. Made-for-racing rated springs may be installed. Springs of a higher or lower rate may be interchanged between makes and models. Leaf spring cars may use lowering blocks.
- 4.5. After market brake pedal assemblies and master cylinders shall not be permitted. Master cylinders may only be interchanged with same manufacturers (i.e. GM to GM, Ford to Ford, and Mopar to Mopar). Rear disc brakes permissible. Must be OEM parts. Aftermarket brackets permitted.



- 4.6. Any part of the frame or chassis shall not be replaced or repaired with square tubing. The frame or chassis may be repaired or reinforced with steel plate. The thickness of material being used in the repair or reinforcement shall be thicker than the material being repaired or reinforced. **EXCEPTION:** rear section (fuel cell mount) may be replaced. Leaf spring mounts must be as close to original location as possible. Unibody frames may be connected with a maximum of 2" x 3", .120 wall box tubing rear of front frame to front of rear frame ONLY.
- 4.7. Re-buildable adjustable or re-valvable shocks are not allowed. No heim ends allowed on shocks.
- 4.8. No part of the frame or any suspension mounting points shall be altered in any way. That 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 be notched for exhaust manifold clearance. Front sway bar may be turned upside-down but must remain in stock mounts. Rear spring bucket may be altered to lower vehicle. Adjustable spring pockets may be used in the front and rear. Adjustable lower trailing arms may be utilized on coil spring suspensions, but must be solid links, no springs or rubber snubbers. Stock rubber bushings on suspension parts may be replaced with aftermarket type. Rear lower shock mounts may be moved 2" down, and 2" over.
- 4.9. Adjustable rear control arm mounts will be allowed on rear end only. Slider or multiple choice drilled holes.

5. ROLL CAGE

- 5.1. Shall have a minimum of a four-point roll cage connected at the top in four places with a halo.
- 5.2. Roll bar shall have a minimum diameter of 1.50".
- 5.3. There shall be gussets reinforcing the welds at all points where the main cage is welded.
- 5.4. Minimum wall thickness of the tubing for the four-point uprights shall be .095".
- 5.5. Minimum of three door bars on the driver's side shall be used, connected to the two uprights at each end by welding. Shall be a minimum of two bars on the passenger's side, which may be X'ed for reinforcement. All door bars shall be a minimum size equal to that of the four-point main cage. Door bars shall be connected to each other vertically with a minimum of two bars of the minimum size previously mentioned. Door bars shall be connected to the frame in two places and must be plated with 1/8" steel or aluminum plate on outside of door bars covering 2/3 of the door.
- 5.6. On unibody cars, the cage shall be mounted to a plate that is either welded or bolted to a solid part of the unibody. The plate that the cage is welded to shall be no less than 3/16" thick. The bars on the cage shall be completely welded to the bars to which they connect.
- 5.7. Engine hoop may extend no farther than 4" in front of radiator. Single bar in middle of radiator hoop.

6. ENGINE –MAXIMUM LIMIT WILL BE 360 C.I. MAXIMUM BORE SHALL BE 4.060

- 6.1. Shall be American made V6 or V8 and cam-in-block configuration only. Block is to remain stock except for those procedures required to restore a worn or warped surface to a usable condition. Grinding or altering is allowed only for oil passage return improvement. Cast-iron blocks only. Stud kits shall be allowed. After market main bearing caps shall be allowed. No splayed caps allowed. Engine must remain in stock location for specific make and model of frame/clip being used.
- 6.2. The GM factory box stock crate engine PN88958602 is allowed with factory seal bolts in place. All GM crate engines used in competition shall be as delivered from GM without alterations. Tampering with spec crate engine shall be subject to a \$2,500 fine, and loss of all accumulated points. Additional rules in this section apply to the non-crate (built motor) applications.
- 6.3. Made-for-racing deep sump oil pans are permissible. Oil pumps shall be wet sump design only.



- 6.4. 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 be offset ground to increase the stroke of the crank. Stock replacement aftermarket crankshaft optional. No under cutting, or grinding, or lightening of counter weights in anyway. Balancing is permitted. Minimum crankshaft weight shall be 48 pounds, weighed with the timing sprocket. Penalty for violation of crankshaft rule shall be \$1,000 fine and loss of all points for race season.
- 6.5. Rods shall be factory production type (GM to GM, Ford to Ford, and Mopar to Mopar) offered in a vehicle made for sale to the general public in quantities of 1,000 or more. Rods shall be steel or cast iron. Grinding shall be allowed to the extent that it is for balancing the reciprocating mass. After market rod bolts may be used. Aftermarket stock appearing I-Beam rods are optional. Penalty for violation of rod rule shall be \$1,000 fine and loss of all points for season.
- 6.6. Shall use cast or forged pistons of the flattop or dish configuration. Floating wrist pins shall be allowed. Pistons may be after market replacements.
- 6.7. No grinding, porting or port matching of heads shall be allowed. Bow tie heads, aftermarket heads, angle plug Chevy heads, GM performance heads, Ford Motor sports heads, and Direct Connection high performance heads shall not be allowed. Three-angle valve grind is permissible. Angle milling shall not be allowed. Heads may be machined to correct warped surfaces. **EXCEPTION:** 1.94" Chevrolet heads may install 2.02" valves and blend bowl 1/2" below valve seat. No titanium valves. No titanium or aluminum retainers. Stainless steel valves optional. Penalty for head rule violation shall be \$1,000 fine and loss of points for season.
- 6.8. The only manifold permitted shall be the Edelbrock Performer. Intakes shall not be ported, ground on, or modified in any way. RPM Performer manifolds are not permitted.
- 6.9. Aftermarket harmonic balancers permitted (i.e. fluid dampener).
- 6.10. One gauge legal 500 CFM, 2 BBL Holley 4412 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 the breathing capacity shall not be allowed. Removal of choke plate and air horn is permitted. All air entering the engine must pass through carburetor venturi. Those deemed to be illegal shall be confiscated. A \$250.00 carburetor claim is in effect for this division. **EXCEPTION:** Spec crate engine may run 650 CFM 80541-1 or one 750 CFM 80508-2 Holley Carburetor. Choke plate may be removed. Air horn may not be removed. The only modification or alterations allowed will be the installation of a metering block on the secondary side of carburetor- replacing jets, power valve, squirter nozzle size and vacuum diaphragm spring size. Absolutely no other modifications will be allowed. No carburetor claim on spec crate engine. Note: metering block may be changed for those using E85 fuel only.
- 6.11. Factory production type distributor shall be used. After market HEI shall be permitted. Billet or cast aluminum optional. After market module optional on non-crate motors.
- 6.12. The motor/transmission combination mounting position shall be determined by the combination originally installed by the manufacturer. Engine mounting points shall not be altered to accept a motor/transmission combination other than original equipment. Owner/driver shall be required to prove the combination's authenticity. Transmission cross member may be replaced. Motor and transmission must remain in stock location.
- 6.13. Adjustable push rods shall be allowed in those applications where there is a complete lack of adjustability at the rocker arm and they are used in conjunction with a solid lifter camshaft.
- 6.14. Solid or hydraulic lifters are optional. No roller lifters.



- 6.15. Timing gears shall not be permitted in place of timing chain and sprockets. Sprockets shall be steel. Adjustable timing sprockets shall be allowed. A true roller type of cam chain and sprockets may be installed. No belt drives allowed.
- 6.16. Any 1.5 ratio roller rocker arm permitted. 3/8 or 7/16 stud ok. No shaft drive assemblies.
- 6.17. Cams shall be at .500" (+ .010) maximum lift measured at valve.
- 6.18. Water pumps shall be stock configuration only.
- 6.19. Crankshaft pulleys may be after market in order to eliminate excessive water pump, power steering, and alternator speeds. Belts shall remain "V" in configuration.
- 6.20. Block-hugger design headers permitted with center or firewall-dump only. Maximum 1 5/8" tubing.
- 6.21. Mufflers mandatory. Given the maximum 82db sound requirement, it is highly recommended to have adjustability in sound emissions. Mufflers shall be securely fastened. Shall not use wire or plumbers tape to secure mufflers.
- 6.22. Air filter element type optional. K & N air filters permitted, maximum size 4" x 17".

7. FUEL AND FUEL SYSTEM

- 7.1. Shall be made-for-racing type cell and be mounted in the trunk area as far forward as possible. The area shall be completely sealed off from the driver's compartment with a solid metal firewall.
- 7.2. Mounts for fuel cell shall be welded to frame. Fuel Cell will have a minimum ground clearance of 8". An approved roll over vent shall be installed on the fuel cell. Must have ground strap from filler neck to chassis. A 1/8" steel plate will be installed the width and height of the fuel cell cage at the rear.
- 7.3. Fuel shall be any unleaded racing fuel or pump gas. Mixing allowed.. 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.
- 7.4. E85 pump fuel as purchased will be allowed. No mixing with other fuels or additives.

8. COOLING AND ELECTRICAL

- 8.1. If the battery is mounted in the driver's compartment, it shall be completely enclosed. Battery shall be securely fastened.
- 8.2. Battery master kill switch required within easy reach of driver and clearly marked "OFF" and "ON".
- 8.3. Radiator shall be mounted in the engine compartment ahead of the motor in stock location. Radiator shall have a 1-gallon catch tank for fluid overflow. Radiator shall be securely mounted. Electric cooling fans optional.
- 8.4. Antifreeze shall not be allowed. Violators shall be fined \$100.00 per occurrence.

9. DRIVE TRAIN

- 9.1. Transmission shall be factory production item (GM, Ford, Mopar, etc.). May be manual or automatic configuration. Shall match factory make (GM to GM, etc.) Vehicles shall have a 180-degree scatter shield covering the top half of the bell housing. The material shall be at least 3/16" thick and made out of steel or be an item especially manufactured for that purpose. SFI certified flex plate does not require scatter shield.
- 9.2. Manual transmission shall have a factory steel flywheel and stock configuration clutch assembly 10.250" minimum. Shall have three or four forward gears and reverse that function. Shall have after market bell housings or scatter shields. Hydraulic throw-out bearings and slave cylinder are permitted.
- 9.3. Automatic transmissions shall have a functional torque converter no less than 10" in diameter. No direct lock-up transmissions shall be allowed. Any transmission oil cooler is permitted, but shall not be mounted in the driver's compartment.



- 9.4. Third member may be locked. Mini spool or full pool optional. No limited slip or ratcheting type lockers. Chevy rear end may be replaced with a Ford or Chrysler rear end. Must be mounted on original mounts for chassis.
- 9.5. For purposes of safety, heavy-duty after market axles must be installed on Chevrolet 10 and 12-bolt rear-ends. Floater type rear end with all steel magnetic components permitted. No gun Drilled axles axles. No ladder bars or traction bars shall be permitted.
- 9.6. A driveline catch strap shall be used. Sufficient to support a broken driveline. Strap shall be constructed from a minimum 5/16 chain, or flat steel not less than 1/4 in. thick x 2in. width. Mounted securely to floor pan no farther that 12 in behind front U-Joint.

10. WHEELS AND TIRES

- 10.1. Shall be Goodyear 26.5 or 27.0 x 8.0-15, (D2862, or D2863). 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.
- 10.2. Wheels shall be made of steel and shall be 8" wide maximum. Offset wheels are permitted.
- 10.3. Hammer-on type wheel weights not allowed. Mag-type glue on weights shall not be permitted.
- 10.4. Tire softening will not be allowed on the premises of the AAS. Penalty for first offense: \$250.00 fine.

11. SAFETY REQUIREMENTS

- 11.1. A made-for-racing seat shall be used. No fiberglass seats. The seat shall be fastened to the roll cage. 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 restraints such as Hans- or Hutchins-type are highly recommended.
- 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 3/4 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 vender will have limited supply of rental units available more info regarding purchasing information; Star Racing Supply at 916-914-1284

12. TEAM DRIVING

- 12.1. Street Stock 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 driver's 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.