



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 CONFLICT ARISING FROM THESE CHANGES.

1. BODY

- 1.1. Shall be passenger car only. No panel vans or station wagons. Subject to AAS official approval, inspection and authorization. Must be same width front to rear and parallel to frame rails.
- 1.2. Shall use steel or fiberglass roof. Original roofline of vehicle should be maintained with a maximum of 1" in 24" drop rear to front. No wings or any other ground effects are allowed anywhere outside or inside car.
- 1.3. Spoilers must be clear polycarbonate only, 8" x 66" maximum or no wider than the width of the rear quarter panels when measured across the top. Forward braces shall be no taller than 8" tapering down to 1" and extend forward no more than 24".
- 1.4. Stock appearing front windshield and rear window support unit shall be used. Painted roll bars are not an acceptable substitution.
- 1.5. All body parts should be fiberglass or metal duplicates. Handmade body parts may be constructed of steel, aluminum, or fiberglass. No 'Slab' bodies.
- 1.6. Firewall and floorboards are mandatory and must seal driver from engine compartment and transmission completely. No holes!
- 1.7. Engine compartment shall remain open, no side panels; hood sides may have maximum 4" drop and shall be enclosed at rear of hood.
- 1.8. Bodies/door panels shall extend no further forward than back of block. Rear of bodies to be solid panel at least 8" high and include car number. No panel in front of right door to engine compartment.
- 1.9. Driver and passenger side windows on both sides of car shall have at least 12" vertical opening. Left side window shall have installed a safety-approved window net. Net shall not be mounted to the body. Net shall be mounted in such a manner consisting of the male/female seat belt clamping device or other INSTANT RELEASE mechanism. Shall be accessible by the driver while strapped in the car ready to race AND by a person from the outside simultaneously. The rods holding the top and bottom of the window net in place will be no less than 3/8" solid steel bar. Driver will be black flagged from track if net is not in place.
- 1.10. Bumpers required both front and rear. Front bumpers should be mounted frame-end to frame-end with the bottom loop parallel to the ground. Should be made of minimum 1 1/4" tubing and shall be able to support car if lifted by wrecker. All vehicles, which 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 bumpers.
- 1.11. Rear bumpers, nerf bumpers, and bodies shall not extend beyond width of rear tires and shall not contain any sharp edges. Ends of bumpers must be capped.
- 1.12. Rear bumpers may be constructed of tubing or flat stock and shall protect fuel cell. Center of bumpers (front and rear) shall be 18" (plus or minus 2") from ground.
- 1.13. Radios are mandatory, and one spotter per car is required to compete. Spotter must be able to communicate with the driver at all time by means of radio and be in a track assigned location.

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 or Competition.
- 2.2. Numbers shall be non-reflective, outlined or painted with a minimum height of 18" and 3" stroke. Placement shall be on each door and on top of roof. AAS officials shall have final approval as to the legibility of the numbers.



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- 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. All vehicle numbers shall be registered and on file at the AAS administrative office. Vehicles shall not be admitted until registered. Numbers may be required to be changed to avoid duplication. Triple-digit numbers including a letter (59x, 13a) shall not be permitted to be registered.

3. WEIGHT

- 3.1. Loose objects and/or weights shall not be used in driver's compartment or outside the body or hood area. Any weights added to other areas of vehicles shall be securely mounted and should be painted white and have the car number on it, and attached with at least two ½" bolts.
- 3.2. All cars must weigh prior to race with driver and helmet in lap and hands on steering wheel. At that time, all cars shall weigh no less than 2,550 pounds and no more than 58% left side weight.

4. CHASSIS

- 4.1. Factory production complete full 1964 or newer parallel American passenger car frames only. No jeep, Bronco (etc.), 4-wheel drive or sports car frames allowed. No front wheel drive permitted. Frames may be cut in rear only at point no further forward than 36" from center of rear end housing.
- 4.2. Frames may not be widened or narrowed and shall be able to support roll cage on both sides. Shall be full and complete on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height (and including body height) from the ground is 4" except front cross member. Checked at not more than 20lbs. pressure in left side tires.
- 4.3. Front suspension and steering shall be O.E.M., be in stock location and shall be replaceable by stock part from same type suspension. (**EXCEPTION:** after market center links optional). Stock passenger car spindles only; no fabricated spindles. Bottom A-frames must be equal length and cannot be altered or moved. Front sway bar shall be O.E.M. Tubular tie rod optional. Tie rod ends may be heim joints.
- 4.4. Steering box shall be O.E.M. No rack and pinion allowed. Shall remain within original bolt pattern for type of frame being used. In cockpit steering may be modified to suit driver's taste, but shall be kept on left side of cockpit. **NO CENTER STEERING.**
- 4.5. Tube-type upper A-frames allowed and can be moved.
- 4.6. Rear of frame may be altered to accept leaf or coil springs; any coil spring utilized shall be at least 4 ½" outside diameter. No fiberglass springs allowed. No torsion bars allowed in rear.
- 4.7. No hydraulic, ratchet or electric weight jacks anywhere in or on car.
- 4.8. One shock per wheel only. Additional shocks in other locations permitted. Shocks shall be any twin tube steel body. Internal parts will be OEM components, Pro to Pro, QA1 to QA1 etc. No gas charged shocks. Coil-over shocks allowed on rear suspension, 5" diameter minimum. No aluminum shocks permitted. No coil-over shocks permitted on front suspension. Any shock on car may be claimed for one hundred twenty five dollars (\$125.00).
- 4.9. Minimum wheelbase, 108", both sides-NO tolerance. No front clips or tube type allowed. No aluminum or fiberglass suspension parts allowed. No aluminum drive shafts. **EXCEPTION:** pan hard bar slides and coil over eliminators.
- 4.10. Maximum overall width (front or rear) shall not exceed 78" from outside of tread to outside of tread. Maximum 1" spacer between hub and wheel, steel and aluminum, allowed on car so long as overall width does not exceed 78" limit. Wheel adapters are also considered as spacers; one inch maximum. No wide 5-wheel adapters allowed.



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- 4.11. Aluminum hubs, calipers, "A" frames or spindles, or any other aluminum suspension parts are not allowed. Plastic wheels are not allowed. Front calipers cannot be lightened and shall be OEM. Rotors cannot be lightened or drilled. Rotors may be re-drilled for different bolt pattern or larger studs.
- 4.12. Brakes shall be operational on all four wheels and shall lock up all four wheels during inspection. No brake shut-off devices allowed.
- 4.13. No telemetry sensing devices or equipment of any type anywhere on the vehicle EXCEPT transponder authorized by AAS. (See General Rules, Section 10.0) Any infraction of this rule will result in a \$1,500 fine and loss of all accumulated points.

5. ROLL CAGE

- 5.1. Roll cage shall consist of a configuration of front and rear hoops connected by tubing on the sides or side hoops. Roll cage shall consist of continuous hoops not less than 1.75" outside diameter and shall have a wall thickness of at least .095". Low carbon, mild steel tubing is recommended. No brazing or soldering allowed. Shall be frame-mounted in at least 6 places. Roll cage shall be securely supported and braced. Protection of feet is mandatory. Bar across back of engine with vertical bars and rub rails or similar protection. Roll bar padding required in driver's compartment. Fire retardant padding recommended. Cars that were registered at AAS prior to the 2009-race season that had 1.50" OD to 1.75" OD diameter roll bars with at least .095-wall thickness will be allowed to compete.
- 5.2. Driver's head shall not protrude above cage with helmet on and strapped in driver's seat. Seat shall not protrude below frame rails.
- 5.3. No brace bars forward of cage may be higher than stock hood height.
- 5.4. A minimum of 3 driver's side door bars shall be as parallel with the ground as possible and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty getting into or out of the vehicle. Door bars must be plated with 1/8" steel or aluminum plate on outside of door bars covering 2/3 of the door. The sidebars shall be welded to the front and rear of the roll cage members. No brazing or soldering allowed. Door bars less than .095 thickness should have four bars at least 1 1/2" outside diameter. Right side door bars shall have the equivalent of three bars or an X pattern.
- 5.5. A 360 degree drive shaft hoop is required and shall be constructed at least 1/4" by 2" steel or 1" OD diameter tubing by .095" wall thickness. Shall be mounted no more than 6" back from front U-joint. Drive shaft shall be painted white.

6. ENGINE

- 6.1. Any American model engine may be used as long as rear of engine (bell housing flange) is mounted at least 72" forward from the centerline of rear axle. Engine offset shall be kept within 2" of centerline of front cross member. Engine height minimum will be 11" from ground to front center of crankshaft with driver in car at 2,550 pounds. **EXCEPTION:** GM factory stock crate engine PN88958604 is optional with box stock 650 CFM Holley carburetors PN 0-80541-1. Crate engines may not be altered or rebuilt. Tampering with spec engine will be subject to \$2,500 fine, loss of all points.
- 6.2. All engines used in competition shall be able to be used in conventional passenger car without alterations. Motor mounts cannot be removed or altered. Castings and fittings shall not be changed. No machine work on outside engine or on front or rear of camshaft.
- 6.3. No total "dry sump" systems allowed. "Wet" system shall be operative and will go with engine if claimed. Oil accumulator shall not be mounted between the left side of driver's seat and driver's side doorbars.
- 6.4. Cooling system may be modified. Radiators and oil coolers shall not protrude above interior.
- 6.5. Radiator shall be mounted in the engine compartment ahead of the motor. Radiator shall have a catch can. AM 9.6 Antifreeze shall not be allowed. A \$50.00 fine may be imposed for violators.



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- 6.6. Mufflers and exhaust shall be used on all racecars that enter the racing surface. Exhaust system shall be mounted in such a way as to direct spent gasses away from cockpit of vehicle and away from areas of possible fuel spillage. Mufflers shall be securely fastened. Shall not use wire or plumber's tape to secure muffler.
- 6.7. All vehicles shall have the capability of starting without being pushed or pulled.
- 6.8. No aluminum engine blocks. Aluminum cylinder heads allowed with twenty-five (25) lbs. added to each frame rail at the dog-leg beside engine. This is NOT in addition to the minimum weight of 2550 pounds.
- 6.9. GM factory stock crate engine may run one box stock 650 CFM Holley carburetor PN 0-80541-1. The only modification or alterations allowed will be the installation of a metering block on the secondary side of carburetor- replacing jets, power valve, and squirter nozzle size and vacuum diaphragm spring size. Absolutely no other modifications will be allowed. All air-entering engines must pass through carburetor venturi.
All others may use one gauge legal 500 CFM, 2BBL, Holley 4412 carburetor with exception of boosters OR one 4BBL Holley Carburetor with one-inch restrictor plate to be purchased from track for \$20.00. 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. Choke plate and air horn may be removed. All air-entering engines must pass through carburetor venturi.
- 6.10. No fuel injection, no electric fuel pumps.
- 6.11. Distributor type optional. No magnetos allowed.
- 6.12. No traction control devices of any type allowed. . An infraction of this rule will result in \$1,500 fine, loss of all accumulated points.
- 6.13. Air filter element type is optional. K & N air filters permitted, maximum size 4" x 14".

7. EXHAUST

Mufflers are mandatory. Given the 82db sound requirement it is highly recommended to have adjustability in sound emissions. It is also recommended that sound exists under the vehicle.

- 7.1 No four into one merge collectors. Headers shall be magnetic steel and have a maximum advertised price of \$650.00 or less.

8. FUEL AND FUEL SYSTEM

- 8.1. Racing fuel cells are required and shall be mounted by at least two steel straps 2" wide around cell. Fuel cells shall be enclosed in metal container and shall be protected from rear by roll cage tubing mounted securely. Protective tubing should be no wider than 6" on both side of fuel cell. No part of fuel cell shall be lower than protective tubing. Mounts for fuel cell shall be welded to frame. Fuel cell shall be mounted behind the rear end as far forward as possible, and between the frame rails. The area shall be completely sealed off from the driver's compartment with solid metal firewall.
- 8.2. Fuel cells shall have check valves or an approved rollover vent; bladders are highly recommended. Fuel cells are limited to 32-gallon maximum capacity.
- 8.3. Fuel may be either unleaded gasoline or alcohol. 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. **NO PERFORMANCE ENHANCING ADDITIVES OF ANY KIND.**
- 8.4. Cars using alcohol fuel shall display a white flag attached on the rear of the roll cage for identification and an "A" following the number.



9. COOLING AND ELECTRICAL

- 9.1. Battery may not be mounted in driver's compartment, but must be securely fastened and covered where mounted.
- 9.2. Battery master kill switch shall be installed within easy reach of driver. This switch to be clearly marked "OFF" and "ON".
- 9.3. Radiator shall be mounted in the engine compartment ahead of the motor. Radiator shall have a catch tank for fluid overflow. Radiator shall be securely mounted.
- 9.4. Antifreeze shall not be allowed. Violators shall be fined \$100.00 per occurrence.

10. DRIVE TRAIN

- 10.1. Only OEM production type transmissions will be allowed: 3 speed, 4 speed, and automatic. No 5 or 6 speed transmissions. No "in and out" boxes. Shall all be clutch operated? With motor running and car still in position, driver shall be able to engage car in gear and move forward, then backward at time of inspection. Clutch shall be inside of bell housing.
- 10.2. Shall have at least one gear forward and one gear reverse, plus a neutral position and shall be able to be shifted by driver. All racecars shall join lineup on demand, unaided, or go to rear of race.
- 10.3. Clutch type transmissions shall be equipped with an explosion proof steel bell housing. If an explosion proof bell housing is not available for your engine, you may construct a shield of at least ½" by 6" steel covering the clutch area 360 degrees around flex plate or flywheel.
- 10.4. Automatic transmissions must have an approved scatter shield or blanket. Scatter shield may be constructed of .25" x 4" steel; 270 degrees around flex plate or flywheel. SFI certified flex plate does not require scatter shield.
- 10.5. Any passenger car type or truck rear end may be used; no aluminum allowed, except lowering blocks, axle cap, drive plate and internal third member parts.
- 10.6. No quick-change devices allowed.

11. WHEELS AND TIRES

- 11.1. Tires 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. Only steel wheels allowed with a maximum width of 8".
- 11.2. Tire softening will not be allowed on the premises of the AAS. First offense penalty is \$250.00.

12. SAFETY REQUIREMENTS

- 12.1. 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. Hutchins, Hahns, or other approved device highly recommended. No fiberglass seats.
- 12.2. 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.
- 12.3. Snell approved SA2000 or newer racing helmet with goggles or face shield shall be worn by driver.



- 12.4. An automatic or trigger release on board fire system is highly recommended. Trigger release system recommended to be centrally located for activation from either side of car. Minimum 5lb with gauge or status indicator recommended.