



2019 Late Model Technical Rules

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All American Speedway reserves the right to alter or amend these rules and regulations in the interest of safety, cost control and / or fair competition. Any changes will be posted as an "addendum" to the rules.

It is the responsibility of each competitor to read and understand the contents of this rule book. In the event of a disagreement or dispute regarding the interpretation or application of the rules written herein, the decision of the speedway manager shall prevail.

Illegal components may be confiscated by All American Speedway and become property of the speedway.

All deficient safety issues must be corrected before the car is allowed to compete. All non-safety rules infractions will be addressed by the All American Speedway technical staff and, if deemed to have a performance advantage, may require the competitor to repair before being allowed to compete, or, if deemed acceptable, may require a weight penalty be added for that nights event and the repair to be made before the next event can be participated in.

0.0 Driver Eligibility

Drivers in this division must be at least 14 years old. A NASCAR DIV. I license is required for this division. All drivers, owners and crew members must hold a current NASCAR member license in good standing.

0.1 Any driver competing for rookie of the year points or who has competed in fewer than 10 races must display an obvious yellow stripe on the rear bumper of his or her vehicle while competing.

1.0 Competing Models

1.1 Open to any, made for asphalt racing, late model perimeter or straight rail tube frame chassis that meets the specifications spelled out in this rule book. Must be a minimum 101" wheel base. (both sides)

2.0 General Body Rules

2.1 No carbon fiber body panels will be allowed .May use fiberglass, lightweight fiberglass, plastic or fabricated aluminum sheet body panels.

2.2 Must use a poly style front nose piece, ABC, Muscle car etc.. No exposed front bumpers. If a downforce type dirt latemodel nose is used than a strict "no contact" policy will be enforced.

A rear bumper cover is recommended but not mandatory.

2.3 The following body dimensions will be enforced and measured with driver out of the car. Cars will be measured at a designated spot in the tech area at the scales.

1. Front nose overhang will be a maximum of 48" as measured from the centerline of the front hubs to the farthest forward point of the car.

2. Rear overhang will be a maximum of 55" as measured from the centerline of the rear axle to the rearward most part of the car including bumper or spoiler or braces etc. Any open rear bumpers will be required to have rounded ends that turn back in towards the rear frame rails. No open tube ends or sharp edges that can get hooked or cut or damage competitors tires.

3. Maximum rear quarter panel height is 36" measured at the top of the R&L quarter at the base of the



spoiler.

4. Maximum rear body width is 72" measured at rear bumper height.

5. Maximum rear spoiler width is 60". Maximum height allowed is 6 1/2" measured from the base of the spoiler at the rear deck to the tallest point. There are no forward braces or end plates or wicker lip edges allowed. Spoilers must be constructed of clear poly carbonate to allow visibility through for competing drivers.

6. The minimum driver side window opening will be 13" measured at the center of the window opening from the top of the door to the edge of the roof.

2.4 All interior panels shall be aluminum or steel and completely seal the driver's compartment from the engine compartment and fuel cell area.

3.0 Appearance

3.1 Race cars **must** be painted/wrapped and maintained in an attractive professional manner. All American Speedway reserves the right to require repair of badly damaged body panels for either safety or cosmetic reasons. All race vehicles must run a hood at all times. **Exception.** A vehicle that is damaged during an event may remove damaged body parts for safety and continue to compete in that night's event.

3.2 Car numbers shall be minimum 18" high on R&L door and roof. High contrast color required.

3.3 All American Speedway reserves the right to approve all commercial or editorial messages placed on competing cars. Cars with unapproved or inappropriate messages will not be allowed to compete if the competitor refuses to comply.

4.0 Weight

All vehicles shall be weighed prior to qualifying and the main events or as requested by track tech staff.

4.1 All added weight shall be painted white with the car number written on all pieces. Must be at least 5lb blocks securely bolted to a main frame rail with 1/2" bolts or secured inside weight boxes. No weight blocks inside the drivers compartment.

4.2 Vehicle weights and left side percentage requirements are as follows...

- 1. All cars running the GM sealed approved 602 crate motor/any 4bbl. **2875 lbs. 60% left 6200 rpm**
- 2. All other iron block wet sump engine combinations/any 4bbl **3075 lbs. 58% left 6800 rpm**
- 3. Dry sump iron block engines 76" maximum track width **3075lbs. 58% left 6800 rpm**
- 4. CT 525 GM approved sealed crate engine/ any 4bbl

The CT525 is the only aluminum block allowed. Cars running the Ct525 will be required to bolt 20lbs to each R&L front frame rail (40lbs total) at the kick up just behind the front cross member.

4.3 Maximum engine set back.

- 1. The open motors and CT525 will be no further back than 2" from the forward most spark plug to the center of the upper ball joint on the same side.
- 2. The GM602 will be no further back than 6" from the forward most spark plug to the center of the upper ball joint on the same side.

5.0 Chassis

Any made for asphalt racing, late model perimeter or straight rail chassis.

5.1 Roll cage shall be a minimum of an 8-point cage. Must have at least 4 horizontal door bars on the driver's side with a minimum of 2 vertical spreaders between each door bar. Top of door bar should be within 3" of the top of the door skin and evenly spaced to the bottom. Right side shall have a minimum of 3 bars. If an "X" pattern is used a horizontal top bar must be installed as the third bar. Must have at least 1 horizontal spreader bar running right to left between the front uprights at dashboard level. Main drivers compartment roll cage shall be constructed of at least 1 3/4" .095 steel tubing.

5.2 All front clip and main frame rails must be constructed out of at least 2x3 .095 box tubing. Rear clip main frame rails must be constructed of at least 2x2 .083 box tubing. All center section main frame rails must be constructed out of at least 2x3 .095 box tubing. Stock Camaro style front clips are allowed.

5.3 All roll cage bars are required to be padded at any point of possible contact with the driver.

5.4 Drivers side door bars must be plated with minimum 1/8-inch steel or 1/4 inch aluminum plate covering at least 2/3's of the door bar area for driver protection.

5.5 Ride height. There is no minimum ride height rule.. However, competing cars must roll freely over the



AAS scale pads and ramps without the use of jacks or additional wood blocks or ramps.

5.6 Wheelbase on all cars shall be a minimum of 101" on the right and left side.

5.7 Maximum front track width is 79" measured outside sidewall to outside sidewall in the front at spindle height. Dry sump motor cars will be maximum 76" track width. Crew will be allowed to "set" the car before track width is measured but no one will be allowed to touch the car while measuring.

6.0 Suspension and Steering

6.1 May use rack and pinion or conventional steering box.

6.2 All steering components, Steering box, Idler arm, pitman arm, center link, upper and lower cont. arms and spindles must be steel. Rack and pinion unit and upper control arm cross shafts may be aluminum. Steering Heims and tie rod sleeves may be aluminum.

6.3 Sway bar may be stock type tubular bar or splined 3-piece bar. All bolt on sway bar arms must be steel.

6.4 A made for racing collapsible type steering column is mandatory. A quick disconnect and a made for racing steering wheel and steering wheel center pad is required.

6.5 Coil springs (1 per wheel) of magnetic steel only may be used. Rear springs must be mounted in front of or behind rear end housing. No offset or staggered rear spring mounting.

6.6 Only steel body single adjustable shocks are allowed. One per wheel. Aluminum heim ends are ok. Aluminum end caps are ok. May be rebuildable. Bump stops are allowed. No double adjustable or canister type shocks allowed. A weight penalty may be assessed for non-conforming shocks at the AAS technical staff discretion.

7.0 Brakes and Hubs

7.1 Must have working brakes on all 4 wheels. Only steel rotors are allowed. No titanium, aluminum, composite or ceramic rotors.

7.2 5x5 or wide 5 hubs are allowed. Must have 5/8 wheel studs. Wheel studs must be of sufficient length that stud thread is visible when lug nut is tightened. A maximum of a 1" thick wheel spacer of either aluminum or steel is allowed as long as there is sufficient wheel stud length to accommodate and maximum track width is not exceeded.

8.0 Engines

Any American, cam in block, iron block motor will be allowed. (CT525 aluminum allowed)

See 4.2 for different weight classifications

8.1 Any iron block, wet sump motor (see 4.2-3 for dry sump) will be allowed. Aluminum heads ok. Must run a distributor ignition (no crank fire ignitions) **Max 6800 RPM**

8.2 GM CT525 Approved sealed crate engine. **MAX 6800 RPM** (See 4.2-4 for weight requirement for aluminum block)

8.3 GM 602 approved sealed crate engine must be ran as delivered from Chevrolet. No altering rebuilding or repairing of these engines will be allowed. Must have GM factory seals verified to the satisfaction of AAS tech staff. The engine must retain the factory harmonic balancer as delivered.

You may run and aftermarket type distributor (Crane/MSD etc.) coil and box. You may change to an aftermarket valve spring (factory retainers only) that has the same seat pressure and rating as the factory stock valve spring. **Max 6200 RPM. Altering this motor in any way under the GM seals (oil pan, timing cover, heads, intake) may result in a permanent suspension from racing at AAS and other AAS partner tracks**

9.0 Ignition

HEI or aftermarket distributor may be used. MSD or Crane style ignition boxes and coils may be used. Must be mounted out of reach of driver in the upper right hand side of the dash area and in such a way that AAS tech staff can easily access and visually inspect as well as verify rpm limiting chip or settings. No crank fire or optical ignition systems No programmable ignitions allowed.

No electronic traction control devices or systems allowed. Penalty for this infraction may result in a permanent suspension from racing at AAS or other AAS partner tracks.



10.0 Fuel and Fuel System

10.1 Any 4-bbl. carb may be used

10.2 All engines except the CT525 must run a mechanical fuel pump mounted in the stock location.

10.3 CT525 may run an electric fuel pump system as required.

10.4 No fuel lines shut off valves or return lines may run through the driver's compartment

10.5 A made for racing SFI rated fuel cell and can must be used and mounted in accordance with typical industry standards. Must be mounted a minimum of 8" off the ground.

10.6 All competitors must run Sunoco 110 leaded (purple), Sunoco E-85 race or E- 85 pump gas. No blending or altering of fuels will be allowed.

11.0 Cooling and Electrical

11.1 A single battery shall be allowed. Must be located outside of the driver's compartment. Battery must be housed in a completely enclosed secured battery box.

11.2 A master kill switch clearly marked for location and "on" and "off" that is accessible to the driver and the safety crew, is mandatory.

11.3 All cars must be self-starting. An operational starter is required.

11.4 A single radiator securely mounted in front of the motor is required. Radiator shall have a 1/2 gallon over flow catch can or vent tube to direct overflow away from track surface. Any vehicle discharging fluid may be black flagged from the event.

11.5 Antifreeze shall not be allowed. Competitors found to be using antifreeze are subject to a fine. Water wetter or Pro-blend 40 below or other similar water coolant enhancers are allowed.

12.0 Exhaust System and Noise Requirements

12.1 Mufflers, single or dual, are mandatory and shall be sufficient enough to meet all sound requirements of All American Speedway at all times. No side exit exhaust. All exhaust shall exit under the car. All mufflers must have a turn down that aims the exhaust exit at the ground. Due to our strict sound restrictions and the effect that weather condition variables have on sound generation, it is highly recommended that additional sound adjustability be built in to your exhaust system in the event your vehicle does not meet the sound levels required. Any vehicle that does not meet the required sound level and cannot make the necessary repair will not be allowed to compete in that nights events. All mufflers and exhaust shall be securely fastened.

12.2 All vehicles in this division competing, practicing or testing at All American Speedway are required to comply with the mandated maximum sound output restriction. All **individual** vehicles are required meet a maximum decibel output of **90 DBA** or less as measured from the viewing pad area above turn four. No exceptions. Any vehicles found to be exceeding the allowable levels will be black flagged from the race track and required to make necessary repairs before being allowed back on the race track.

13.0 Drive Train

13.1 A Ford 9 inch rear end housing or quick change rear end with rear mounted spur gears only are allowed. 10" quick change with rear mounted spur gears are allowed. Must use magnetic steel axle tubes. No aluminum tubes allowed. Gun drilled axels are allowed. Must be magnetic steel, no titanium axels allowed. Must use floater style hubs. 5x5 or wide 5 is allowed.

13.2 Magnetic steel or aluminum drive shaft may be used. (No carbon fiber) Must be painted white.

13.3 Front and rear drive line safety loops are required.

13.4 Any external clutch manual transmission is allowed. Must have at least (2) working forward gears and (1) working reverse gear. An SFI rated bell housing is required on all manual transmissions.

14.0 Wheels and Tires

14.1 AAS approved racing tires are the only tires allowed to be run. You must run your main event on the tires you qualify on. All American Speedway Officials will mark tires prior to qualifying. Damaged tires may be replaced with AAS technical staff approval.

14.2 Only 8" steel racing wheels are allowed. May run offset wheels as long as track width requirements are met.



15.0 Safety Requirements

15.1 A professional grade aluminum made for racing seat is required. Shoulder, head, and leg supports are strongly recommended on all seats. **Absolutely no plastic or fiberglass seats of any kind will be allowed.** The seat must be securely mounted to a steel frame and brackets welded to the main roll cage. Seat shall be bolted to the mounts with minimum 3/8" grade 8 bolts and large washers to prevent pull through.

15.2 SFI certified racing seat belts and harness are required. A minimum 3" wide strap (narrowed for Hans device ok) 6 point harness with individual double shoulder belts shall be required (no "Y" type) . Seat belts should include an anti-sub belt to prevent the racer from sliding forward under the lap belts. **Seat belt sets may not be more than 3 years old per the SFI tag.** Belts with missing or unreadable SFI tags will be required to be replaced. Seat belts will be securely fastened to the main roll cage with welded tabs and minimum 1/2" bolts. Seat belts bolted directly to the floor pan will not be allowed. Shoulder belts should be anchored 6" below the shoulder line by either bolting or securing around the spreader bar with the proper hardware.

15.3 Snell approved SA2010 or newer full-face racing helmet with Polycarbonate shield or goggles is required. A missing or un-readable Snell or SFI label will require re certification or replacement of helmet. SFI head sock is strongly recommended.

15.4 A Hahns, Hutchins, Zamp or other similar SFI approved head and neck restraint is required to be worn at all times while on the track. **Racing is dangerous and all attempts should be made to minimize the risk of injury in the event of a crash.**

15.5 SFI certified racing suit is required for all drivers at all times on the track. Damaged drivers suits with holes or tears will be required to be replaced .SFI rated gloves, shoes and long underwear are required.

15.6 An on board fire suppression system is mandatory. System shall have a minimum of a 5 lb. halon extinguisher in an approved secure mounting bracket. Must be mounted inside the driver's compartment either under or behind the driver's seat. System must have a minimum of 3 operational nozzles, 1 at the rear of the engine, 1 over the fuel cell and one in the driver's compartment facing the driver from just under the dash area. A quick pull activation cable should be in easy reach of the driver and outside safety crew. A marked pull handle mounted at the base of the "A" pillar upright on the top left door bar is recommended.

15.7 An SFI certified ribbon style window net is required on the driver's side window. Mesh window nets are not allowed. Must be securely fastened to the top door bar, at the bottom, and have a quick release latch at the top that is easily accessible to both the driver and track safety crew.

15.8 2 way radios are mandatory. Spotter and crew must be able to communicate with driver by radio at all times while on the track. A designated spotter is mandatory and will be required to be present in the spotters stand at all times during the event. The spotter must be clearly identified to the designated AAS spotter's official. Spotters must relay information to the driver as requested by AAS official. Any unsportsmanlike like conduct in the spotters stand will not be tolerated. Such conduct by a spotter may result in dismissal from the spotters stand and a black flag for his or her associated driver. Any race car on the track without a spotter in the designated area shall be black flagged from the event.

15.9 Transponders are required and must be mounted 12" behind the centerline of the rear end, and no higher than 24" off the ground.