



Revised 5/09/18

Contact:		
Division Head Official	Head Tech Official	DOC
Dwayne Andersen 916-759-6283 Dandersen1196@gmail.com	Gary Quigley 916-303-0060 gquigley@rpmnorcal.com	Frank Jordan 916-997-6080 fjordan@bmrnapa.com

Limited Modified Series 2018

BMRP/All American Speedway reserves the rights to alter or change rules at any time for competitor safety, affordability, or to keep competition fair. There will be a memorandum communicating any needed changes to competitors.

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 Director of Competition shall prevail.

If this rule book does not specifically state that you can alter, change or otherwise modify something on your car, it will be considered a violation of these rules. 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.

Limited Modified Series Rules

1.0 APPEARANCE OF RACE VEHICLE

- 1.1 Race cars must be painted 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 nights event but must repair or replace damaged pieces before the next event.
- 1.2 Car numbers shall be non-reflective, high contrast, easily distinguishable decals or painted a minimum 18 inch high with a 3 inch stroke. Placement shall be on each door and on the roof easily readable from passenger side of car. All American Speedway reserves the right to determine legibility of car numbers and may require competitors to replace or repair numbers to make them more recognizable. Competitors who don't comply with this request may not be scored for that night's event.
- 1.3 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.



Revised 5/09/18

2.0 BODIES

- 2.1 Shall use .040 gauge aluminum or fiberglass full size roof. Should be stock appearing and mounted centerline of body side to side. 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 in sidecar.
- 2.2 Spoilers permitted. Materials 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 36".
- 2.3 Stock appearing front windshield and rear window support unit shall be used. Painted roll bars are not an acceptable substitution.
- 2.4 Fiberglass or metal duplicates of body parts are permitted. Handmade body parts may be constructed of steel, aluminum, or fiberglass. No carbon fiber. Plastic nose & skirts permitted.
- 2.5 Firewall and floorboards are mandatory and must seal driver from engine compartment and transmission completely. Aluminum or steel. No holes!
- 2.6 Engine compartment shall remain open, no side panels; hood sides may have maximum 4" drop and shall be enclosed at rear of hood.
- 2.7 Bodies/door panels shall extend no further forward than back of block on right side. 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.
- 2.8 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.

3.0 RADIOS MANDATORY

4.0 ROLL CAGES

- 4.1 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 3/4" outside diameter and shall have a wall thickness of at least .090". 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.
- 4.2 Driver's head shall not protrude above cage with helmet on and strapped in driver's seat. Seat shall not protrude below frame rails.
- 4.3 No brace bars forward of cage may be higher than stock hood height.



Revised 5/09/18

- 4.4 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 16 gauge steel or 1/8" 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.
- 4.5 Drive shaft hoop is required and shall be constructed at least 1/4" by 2" steel and should be mounted no more than 6" back from front U-joint. Drive shaft shall be painted white.

5.0 FRAMES

- 5.1 Factory production complete full 1960 or newer parallel American passenger car frames only. Frames may be cut in rear only at point no further than 36" from center of rear end housing on the right side. Frame may be terminated at the front of edge of the foot box on the left side. Driver must not sit outside the plane of the left frame rail.
- 5.2 Frames may not be widened or narrowed and shall be able to support roll cage on both sides. Front cross member may be notched for radiator clearance only. Minimum frame height (and body height) from ground is 4".
- 5.3 Front suspension and steering shall be O.E.M. replacement parts only, be in stock location and shall be replaceable by stock part from same type suspension. Stock passenger car spindles only; no fabricated spindles. Bottom A-arms must be equal length and cannot be altered or moved. May weld in lower ball joint sleeves to accept screw in ball joints. Front sway bar shall be O.E.M. Tubular tie rod optional, Inner and outer tie rod ends may be heim joint.
- 5.4 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.
- 5.5 Tube-type upper A-arms allowed and can be moved.
- 5.6 No Jeep, Bronco, etc. 4-wheel drive or sports car frames allowed. No front wheel drive allowed.
- 5.7 Rear of frame may be altered to accept leaf or coil springs; any coil spring utilized shall be at least 4 1/2" outside diameter. No fiberglass springs allowed. Trailing arms shall be solid links only. (No springs or rubber snubbers allowed).
- 5.8 No hydraulic, ratchet or electric weight jacks anywhere in or on car.
- 5.9 No coil over shocks allowed on front. Coil overs allowed on rear.
- 5.10 One shock per wheel only. Any twin tube (steel) non-external adjustable shock is allowed No aluminum shocks. Additional shocks in other locations are not allowed. No gas shocks. No bump stops.
- 5.11 Minimum wheelbase, 108", both sides Max 1/2" Tolerance for camber. No Box tube front clips or tube type allowed. No aluminum or fiberglass suspension parts allowed. No aluminum drive shafts. Exceptions: pan hard bar slides and coil over eliminators.

6.0 TIRES, WHEELS, AND BRAKES

- 6.1 Must run approved American Racer 970 treaded tires mounted on a conventional 8" steel wheel. Bead locking



Revised 5/09/18

devices not allowed, including screws. No wheel discs or mud caps allowed. Acceptable tires will be marked. Tires must be purchased from All American Speedway tire vendor. Main event will be run on same tires as used for qualifying. 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.

- 6.2 Tire softening will not be allowed. First offense penalty is \$500. Fine, loss of all accumulated points, and 4-week suspension from the track. Second offense penalty is \$1000 fine, loss of accumulated points, and suspension from track for the remainder of the season. TIRE SAMPLES WILL BE TAKEN AND SENT TO LAB.
- 6.3 AAS vendor shall charge a maximum of \$TBD per tire for American Racer 970 excluding California sales tax and disposal fee.
- 6.4 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.
- 6.5 Aluminum hubs, calipers, "A" arms 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.
- 6.6 Brakes shall be operational on all four wheels and shall lock up all four wheels during inspection. No brake shut-off devices allowed.

7.0 BATTERY AND RADIATOR

- 7.1 If the battery is mounted in the driver's compartment, it shall be completely enclosed. Battery shall be securely fastened. A battery shut-off switch shall be installed.
- 7.2 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.
- 7.3 Antifreeze shall not be allowed. Violators shall be fined \$100.00 per occurrence.
- 7.4 Battery master kill switch required within easy reach of driver. This switch to be clearly marked "OFF" and "ON".

8.0 ENGINES

- 8.1 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 10" from ground to front center of crankshaft with driver in car at required weight. Intake and carb stud must be drilled for safety wire .093 diameter.
- 8.2 Track approved factory sealed stock GM602 (PN 19258602 or PN88969602) crate engine. (must be run as delivered from Chevrolet meeting all GM Yellow Book Specs with all seal bolts in place.) Shall weigh a minimum 2,500 lbs. (car and driver before race.) May run a 4bbl carburetor. No restrictor plate required. Must run the stock HEI distributor supplied with the engine. Must run an MSD Digital Soft Touch Rev Limiter (Part number 8727CT



Revised 5/09/18

set at 6400 RPM max.). Violation of any of these rules will result in a one-year driver suspension and loss of all accumulated points.

Any repairs, excluding normal maintenance and valve spring replacement must go through Comptech and must be approved by designated track official. Must use GM designated replacement valve springs. Crate motors have multiple seals on motors, if any seal is removed, it will be deemed illegal.

All 602 crate motors must be sealed by Comptech Race Engines before it can be deemed legal to run. If the original seal from GM has been removed, damaged or tampered with, it must be dynoed and verified to meet GM Specs by Comptech Racing Engines to be deemed a legal.

- 8.3 Any cast iron cylinder head engine cars (Chev/Ford/Dodge, any CI) Shall weigh a minimum 2,600 lbs. (car and driver before race.) May run a 2 or 4 bbl carburetor. Must run a track approved restrictor plate. Can use up to a 1-inch open spacer plate between the restrictor plate and carburetor. Must run an MSD Digital Soft Touch Rev Limiter (Part number 8727CT set at 6400 RPM max.). Violation of any of these rules will result in a one-year driver suspension and loss of all accumulated points.
- 8.4 All aluminum cylinder head engine cars must add 25 pounds to each R& L frame rail at the dog-leg (both sides) Shall weigh a minimum of 2,650 lbs. (car and driver before race) May run a 2 or 4 bbl carburetor. Must run a track approved restrictor plate. Must run an MSD Digital Soft Touch Rev Limiter (Part number 8727CT set at 6400 RPM max.). Violation of any of these rules will result in a one-year driver suspension and loss of all accumulated points.
- 8.5 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.
- 8.6 No total "dry sump" systems allowed.
- 8.7 Cooling system may be modified. Radiators and oil coolers shall not protrude above interior.
- 8.8 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 \$100.00 fine may be imposed for violators.
- 8.9 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.
- 8.10 All vehicles shall have the capability of starting without being pushed or pulled.
- 8.11 No roller cams allowed. FLAT TAPPET ONLY

9.0 TRANSMISSIONS

- 9.1 Only OEM production type transmissions will be allowed: 3 speed, 4 speed, and automatic. No 5- 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.
- 9.2 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.



Revised 5/09/18

- 9.3 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.
- 9.4 Automatic transmissions must have an approved scatter shield or blanket. Scatter shield maybe constructed of .25" x 4" steel; 270 degrees around flex plate or flywheel. SFI certified flex plate does not require scatter shield.

10.0 BUMPERS

- 10.1 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 ¼" 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.
- 10.2 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.
- 10.3 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 1") from ground. Rear bumpers no more than 4" wider than body.

11.0 REAR ENDS

- 11.1 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.
- 11.2 No quick-change devices allowed. NO LOCKING DEVICES OF ANY KIND. SPOOLS ONLY.

12.0 SEAT AND SEAT BELT / HARNESS

- 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. Head restraint and collar is 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, follow manufactures recommended installation guide lines for proper installation. Harness shall be of the five-point design, which 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 HARNESSES MUST NOT BE MORE THAN 5 YEARS OLD

13.0 FIRE EXTINGUISHER

- 13.1 Shall be located in a visible and completely accessible location in the pit area. Car number shall be painted on the extinguisher. This rule is mandatory.
- 13.2 An on-board fire extinguisher system is highly recommended to be placed in the vehicle. Automatic or trigger release on board fire system is recommended. Extinguisher shall be centrally located so that it may be activated



Revised 5/09/18

from either side of the car.

14.0 FUEL AND FUEL CONTAINMENT CELL

- 14.1 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 in rear of axle 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.
- 14.2 Shall be mounted in the trunk area as far forward as possible. The area shall be completely sealed off from the driver's compartment with solid metal firewall.
- 14.3 Mounts for fuel cell shall be welded to frame. Fuel cell shall not be lower than the lowest point on the frame. An approved roll over vent shall be installed on the fuel cell. Must be grounded.
- 14.4 Fuel cells shall have check valves or an approved rollover vent; bladders are highly recommended. Fuel cells are limited to 32-gallon maximum capacity.
- 14.5 Fuel may be either race fuel or E85, No methanol 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.

15.0 VEHICLE WEIGHTS

- 15.1 Maximum left side weight allowed will be 58% (all cars) (car and driver before race.)
- 15.2 Lead weights (no smaller than 5lb blocks) must be secured to the car with either two(2) 1/2" bolts or four (4) 3/8" bolts. All weight blocks must be painted white and clearly marked with the car number. No loose weights or lead shot allowed.

16.0 CARBURETION AND DISTRIBUTORS

- 16.1 602 crate engine may run any 4 bbl. carburetor with 1" spacer. All others may run one 500 CFM, 2BBL, Holley 4412 carburetor. 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 open adapter plate, including gaskets. Carburetor modifications to enhance breathing capacity shall not be allowed. All air entering engine must pass through carburetor venturi.
- 16.2 No fuel injection, no electric fuel pumps.
- 16.3 Open type motors can run either HEI or aftermarket MSD style distributor and box configuration.
- 16.4 H.E.I.-DUI MSD ignition system will be allowed except model 1TK127212 that has adjustable timing control and finger tipped relay system in them. Also, digital programmable ignition controllers are not allowed.
- 16.5 All crate engines must run an RPM limiting rev. control type of device (chip or adjustable) that is approved by track



Revised 5/09/18

tech. official. Must be mounted out of drivers reach. GM 602 crate motors must run MSD part #8727CT rev control device.

- 16.6 All crate engines will have a maximum rev limit setting of 6400 RPM. This can be checked at official's discretion at any time. Violation of this rule may result in a 1-year driver suspension and loss of all accumulated points.
- 16.7 No magneto type or crank trigger electronic ignition allowed
- 16.8 No traction control allowed. Ignition boxes with traction control capability will not be allowed. An infraction of this rule will result in \$1,000 fine, loss of all accumulated points and suspension from the AAS for one calendar year from date of infraction.
- 16.9 Analog tachometers only. All others must be removed before qualifying. Ignition boxes to be sealed.
- 16.10 Speedway management reserves the right to add weight to any competitor to equalize competition



Revised 5/09/18

Limited Modified Pay Out
All Cars must practice, qualify and race to earn payout
Pit Passes \$40

Finish									
1	\$400	\$425	\$450	\$475	\$500	\$525	\$550	\$575	\$600
2	\$250	\$275	\$300	\$325	\$350	\$375	\$400	\$425	\$450
3	\$145	\$165	\$185	\$205	\$225	\$245	\$265	\$285	\$305
4	\$70	\$90	\$110	\$130	\$150	\$170	\$190	\$210	\$230
5	\$70	\$90	\$100	\$105	\$125	\$135	\$145	\$165	\$180
6	\$70	\$90	\$100	\$105	\$110	\$120	\$130	\$140	\$150
7	\$70	\$90	\$95	\$100	\$100	\$110	\$115	\$120	\$130
8	\$70	\$90	\$95	\$95	\$95	\$100	\$105	\$110	\$120
9	\$65	\$85	\$85	\$85	\$90	\$95	\$100	\$105	\$110
10	\$65	\$80	\$85	\$85	\$85	\$90	\$95	\$100	\$105
11	\$65	\$75	\$75	\$80	\$80	\$85	\$90	\$95	\$100
12	\$60	\$65	\$70	\$75	\$75	\$80	\$85	\$90	\$95
13	\$60	\$60	\$65	\$70	\$70	\$75	\$80	\$85	\$90
14	\$60	\$60	\$60	\$65	\$65	\$70	\$75	\$80	\$85
15	\$60	\$60	\$60	\$65	\$60	\$65	\$70	\$75	\$80
16	\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$60
17		\$60	\$60	\$60	\$60	\$60	\$60	\$60	\$60
18			\$60	\$60	\$60	\$60	\$60	\$60	\$60
19				\$60	\$60	\$60	\$60	\$60	\$60
20					\$60	\$60	\$60	\$60	\$60
21						\$60	\$60	\$60	\$60
22							\$60	\$60	\$60
23								\$60	\$60
24									\$60
# of Cars	16	17	18	19	20	21	22	23	24



Revised 5/09/18

Limited Modified Pay Out
All Cars must practice, qualify and race to earn payout
Pit Passes \$40

Finish											
1	Trophy to Winner for 1-10 Entries						\$275	\$300	\$325	\$350	\$375
2							\$155	\$165	\$175	\$200	\$225
3							\$105	\$110	\$115	\$120	\$125
4							\$65	\$65	\$65	\$70	\$70
5							\$65	\$65	\$65	\$65	\$70
6							\$60	\$65	\$65	\$65	\$65
7							\$60	\$60	\$65	\$65	\$65
8							\$60	\$60	\$60	\$65	\$65
9							\$55	\$60	\$60	\$60	\$65
10							\$55	\$60	\$60	\$60	\$60
11						\$50	\$55	\$60	\$60	\$60	
12							\$50	\$55	\$60	\$60	
13								\$50	\$55	\$60	
14									\$50	\$55	
15										\$55	
16											
17											
18											
19											
20											
21											
22											
23											
24											
# of Cars	5	6	7	8	9	10	11	12	13	14	15