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Super Stock A 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.

Super Stock A Series Rules

1. **Driver Eligibility**
   - 1.1. Drivers in this division must be at least 14 years old. An AAS license is required for this division. All drivers must hold a current AAS member license in good standing.
   - 1.2. Any driver competing for rookie of the year points or who has competed in fewer than 6 races must display an obvious yellow stripe on the rear bumper of his or her vehicle while competing.

2. **Competing Models**
   - 2.1. Open to any rear wheel drive American made passenger cars with a wheelbase of 108" or more. No all-wheel drive, convertibles, T-tops, El Caminos, Rancheros, Station wagons, Pickup trucks, Vans, SUVs', limos, or Jeeps.
   - 2.2. All vehicle dimensions must remain stock for year, make and model per manufacturers published specifications. No alterations or customizing of frames or suspension mounting points except where noted in these rules. All bodies, frames and suspension parts will be GM to GM, Ford to Ford, Mopar to Mopar except where aftermarket is allowed.

3. **General Body Rules**
   - 3.1. Body must be complete. All glass, door handles, chrome, trim, head, tail and signal lights must be removed. All interior, seats, carpet, headliner, door panels, dash and other flammable items must be removed.
   - 3.2. Stock steel OEM roof must be used. May have inner structure removed.
   - 3.3. Rear quarter panels must be stock OEM or minimum 22-gauge steel and stock appearing. No slab side modified style quarter panels. Must meet approval of AAS technical staff. (Performance Bodies rear "Camaro" quarters are not acceptable). 88 Monte Carlo lower quarters are acceptable as long as upper is the stock OEM piece A maximum rear body width of 68 inches will be allowed. Measured at the base of the spoiler, outside to outside of rear quarters. The rear tail or body where spoiler mounts will overhang a maximum of 42 inches measured from the centerline of the rear axle.
   - 3.4. Door and front fender skins may be fabricated and may be aluminum or steel but must be stock appearing.
   - 3.5. Side widow openings (top of door to roof edge) must be stock appearing.

3.6. All fabricated body panels must be the same dimensions as Stock OEM. Height, width, body lines etc. and be welded, bolted, or riveted in such a way as to permanently secure them to the car.
3.7. Must use any stock steel hood and rear deck lid. May have all inner structure removed. Hood and deck lid must be secured with hood pins at all 4 corners. A hood scoop or cowl scoop may be added.
3.8. Stock nose or tail piece may be replaced with aftermarket plastic nose or tail piece. "Late model" ABC style nose or tail piece may be used. No “dirt" type wedge or down force noses. No additions, alterations, flares wickers or splitters may be added. Nose must not be wider than 81".
3.9. A Fabricated steel or aluminum rear filler panel may be used. Rear bumper cover, tail or rear filler panel must have at least (1) 4-inch hole for fire extinguisher access in the event of a fire in the fuel cell area.
3.10. Stock or tube front and rear bumpers must be used. Front or rear tube bumper may be a single 1 3/4"x .120 max round tube or 2x2 x .120 max square tube. Front tube type bumper must be behind front nose piece. Any reinforcement of bumpers must meet approval of technical staff, (no battering rams). Stock Front and rear bumpers will have a minimum of 3" x 1/8" flat strap from each end of the bumper to the fender to prevent hooking of cars during side by side racing. Front and rear bumpers shall have a height of 18 inches +/- 1 inch at the centerline of the bumper (tube or stock) measured from the ground at ride height with driver in the car. Rear bumper or rear frame may have an additional fuel cell protector hoop no wider than the width of the rear frame rails.
3.11. Stock front vertical firewall must remain intact and in the OEM location. Lower passenger side maybe removed no more than necessary to match with raised right side floor pan (see 2.6). All holes will be covered and sealed with aluminum or steel sheet metal. Crush panels required between vertical firewall and right and left fender and door skins must completely seal off drivers compartment from wheel well and engine compartment. Rear lower firewall between inner fenders must be factory OEM stock steel part of rear floor pan and must completely seal driver’s compartment from rear trunk and fuel cell area. Rear upper firewall and package tray may be replaced with sheet steel or aluminum and must completely seal driver’s compartment from rear trunk and fuel cell area. Stock OEM front half of rear Inner fender panels must remain in place. Outer panels may be replaced with fabricated steel or aluminum crush panels but must also completely seal drivers compartment from wheel well, trunk and fuel cell area.
3.12. Floor board must be stock OEM and complete from front to rear firewall. Exception; right side floor may be raised and replaced with minimum 22 gauge steel from the top of the drive shaft tunnel over to the passenger side door, front to back, to allow for exhaust and muffler clearance. Drivers compartment must be completely sealed. Front leaf spring mount must remain in stock OEM location even if right side floor is raised.
3.13. Trunk floor, inner structure and back half of rear inner fenders may be completely removed although rear upper shock mounts on Camaro and Nova must remain stock OEM and in Stock OEM location.
3.14. Front and rear fender openings may be trimmed for tire clearance All front inner fender panels maybe removed.
3.15. Front windshield must be replaced with 1/8" "lexan" (polycarbonate) not Plexiglas. Must be full size and entirely cover stock windshield opening and be riveted or bolted around the entire perimeter. (3) Steel straps l" x l/8" shall be mounted vertically in the center portion of the front windshield on the inside. Rear window is optional. Must be lexan if a rear window is used.
3.16. Rear spoilers shall be a maximum of 6" in height measured from the deck lid where it mounts. No wider than the width of the top of the rear deck of the car and extend no further back than the rearmost part of the body. If the top of the spoiler is higher than the bottom of the rear window, it must be made of clear lexan.

4. Appearance

4.1. 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. No open nose front ends in this division. 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 events but must repair or replace damaged pieces before the next event.
4.2. Car numbers shall be non-reflective, high contrast, easily distinguishable decals or painted aluminum 18-inch-high with a 4 inch stroke. Must have an “A” before the number. 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. No points or payout will be awarded.
4.3. 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.

5. Weight

5.1. Vehicles may be weighed prior to any event. A minimum weight of 3250 pounds including fuel and driver with all necessary safety gear is required. 78-87 intermediate metric coil spring cars will weigh a minimum of 3150 pounds. Penalty is disqualification from that night's event.

5.2. Left side weight percentage, including fuel and driver, ready to race, shall not exceed 56% of total weight of car. Penalty is disqualification from that night's event.

5.3. Any weight added to the car must be bolted securely with (2) 1/2" bolts minimum. Must be lead or steel (no cement etc.) All weight must be painted white and marked with the car number clearly visible. Any lead or weight that falls from a vehicle or becomes dislodged due to improper mounting procedures is subject to a fine being imposed on that car.

6. Chassis

6.1. No altering or customizing of stock frames including all front and rear suspension mounting points, spring pockets and mounts, leaf spring or trailing arm mounts, shock mounts or sway bar mounts except where noted in these rules. Frames may not be cut, clearanced, notched, widened or shortened from stock. Exception Rear of front cross member may be notched for exhaust manifold or header clearance. Unibody cars may install sub frame connecters front to rear. Max 2x3 x.l20 wall tubing. All cars may "x" the frame under the main floorboard.

6.2. Rear frame, no further forward than the centerline of the rear end housing may be repaired or replaced with 2x3 box tubing only. (No under slung rear frames). (No sliderboxes).

6.3. Ride height shall be no lower than 4 inches measured from the ground to the bottom of the frame behind the front wheels and the lowest point ahead of the rear wheels. Measurements will be made at a designated spot on the tech pad in the scale area with the driver in the car, ready to race. Max 30psi in left side tires.

6.4. Minimum 108" wheelbase with a tolerance of 1/2". Wheelbase will be measured by adding right and left side and dividing by2.

7. Suspension and Steering

7.1. All steering and suspension parts must be OEM stock except where noted in this rule book. GM toGM, Ford to Ford, Mopar to Mopar, OEM or Rated leaf or coil springs of magnetic steel only may be used. All rated or racing springs must directly replace OEM springs. Adjustable front and rear spring cups are allowed. Rear spring buckets on 4 link cars may be altered (raised) to allow for lowering of vehicle. Rear adjustable lowering blocks on leaf springs are allowed. Stock OEM style shackles allowed. May use multi hole adjustable shackles. Sliderbox rear leaf spring mounts are not allowed.

7.2. Aftermarket all steel front upper control arms shall be allowed. No aluminum cross shafts. Upper A- frame towers may be notched for A-frame clearance only. A-frame tower may not be relocated. No anti- dive/pro dive changes/adjustments. Lower A-frames must be stock and unaltered in any way except for installation of ball joint ring. After market control arm bushings may be used. Stock OEM style aftermarket low friction upper and lower ball joints may be used. (No mono ball type ball joints).

7.3. All Steering components, Idler arm, pitman arm, tie rod ends, and sleeves, steering box and spindles must be stock OEM replacement style pieces. Exception 78 and up intermediate metric cars may use aftermarket drop spindles. Spindles may be reamed for ball joints or tie rods.

7.4. 4 link cars may use adjustable lower heim end swedge tube trailing arms. Must be solid links no rubber biscuit or spring loaded trailing arms. Upper links must be stock OEM nonadjustable style links but may use aftermarket bushings. Upper links must remain in stock OEM location. Lower links may use adjustable brackets on rear end side only. Lower rear shock mounts on 4 link cars may also be relocated 2" down and 2" over from stock.

7.5. Must use stock OEM solid sway bar. Sway bar must mount in the stock location but may be flipped over and spaced down from frame for clearance. May attach over or under lower control arms with bolts or chain.

7.6. Stock steering shaft and column may be replaced with at least 3/4" .120 DOM seamless tubing with aftermarket steering joints a quick disconnect and a made for racing steering wheel. (Highly recommended) A steering wheel center pad is required.

7.7. Only stock mount, steel body, non-rebuildable, nonadjustable shocks are allowed. No heim ends allowed. One per wheel mounted in the factory stock location. Exception on 4 link cars, rear lower shock mounts may be relocated 2 inches down and 2 inches over.

7.8. Maximum track width for all cars will be 70 inches measured from wheel center to wheel center at spindle height in front. Measurement taken on front side of tire/wheel. No exceptions.

8. Brakes

8.1. All front brake components shall be OEM stock magnetic steel rotors and calipers. Rear disk brakes are allowed. Must use stock

OEM rear unaltered magnetic steel calipers. No cutting, grinding or lightening of any front or rear calipers is allowed. May use rear aftermarket steel caliper brackets, rotors and adapters. Braided steel brake lines are recommended to replace OEM style rubber hose.

8.2. Aftermarket racing brake pads are allowed.

8.3. Only (1) stock OEM style steel dual reservoir master cylinder is allowed, mounted in the stock location on the firewall. An aftermarket adjustable proportioning valve may be used to replace the stock valve. The aftermarket valve must be mounted next to the master cylinder in the engine compartment out of reach of the driver.

8.4. Aftermarket brake pedals and master cylinders are not allowed. Stock brake pedals may be re located to accommodate driver reach. Master cylinder must remain in the stock location on the firewall.

9. Roll Cage

9.1. Roll cage shall be a minimum of an 8-point cage. Must have at least 3 horizontal door bars on the driver's side (4 strongly recommended) with a minimum of 2 vertical spreaders between each door bar. Top of door bar should be even with the top of the door skin and evenly spaced to the bottom. Right side (passenger) shall have a minimum of 3 bars. If an "X" pattern is used a third horizontal top bar must be installed, even with the top of the door skin. Must have at least 1 horizontal spreader bar running right to left between the front uprights at dashboard level. The rear main hoop must have at least 1 horizontal spreader bar at shoulder height and 1 diagonal spreader bar running from the base of one down leg to the upper roof bar on the opposite side to triangulate the main hoop. 2 diagonal down bars running from the top of the main cage down to the rear frame are required. The right side (passenger side) of the roll cage may be offset to line up with the right-side frame and sub connector. A complete front hoop tied to the main cage is required. Main roll cage must be securely welded directly to the main frame. For unibody cars it is recommended the cage be welded to main frame with connector braces however the cage may attach to the floor pan with 1 - 4x4 x 3/16 steel plate at base of each leg of the roll cage. Another 4x4 x3/16plate must attach underneath the floor and be secured with 4 - 1/2" grade 8 bolts sandwiching the floor pan between the two plates or plates may be welded completely in an acceptable manner with professional quality welds. The roof halo shall have a center spreader bar running front to back or diagonally.

9.2. Main drivers compartment roll cage shall be constructed of at least 1 1/2" (1 3/4" strongly recommended). .090 mild or low carbon steel tubing. Seamless recommended.

9.3. Additional front and rear roll cage must use at least 1 1/2 .090 mild or low carbon steel tubing

9.4. A complete front hoop tied to the main cage is required. Front radiator hoop may not extend more than 6" forward past the radiator no wider than the frame rails and have one center bar only.

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

9.6. Driver's 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.

9.7. All roll cage joints shall be welded completely 360 degrees around all tubes and must be good professional quality welds that meet technical staff approval. All American Speedway retains the right to require repair of any welds deemed unsatisfactory or unsafe. Additional welded gussets are recommended at all critical roll cage attachment points.

10. Engine A

10.1. Maximum displacement allowed shall be 360 C.I. Maximum bore shall be 4.060

10.2. Must be stock OEM Gm, Ford or Mopar, V6 or V8 cast iron standard production block only, No bowtie special performance or aftermarket blocks allowed. Engine must remain in stock location for vehicle being used. No set back or off set allowed.

10.3. Blocks shall not exceed an overbore size of .060 from OEM specs.

10.4. Block is to remain stock. May be machined to restore or repair warped or damaged surfaces only. Additional internal grinding and smoothing is allowed to enhance oil return only. No lightening or excess removal of block material is allowed.

10.5. Aftermarket steel main caps are allowed. Aftermarket main and head studs are allowed.

10.6. Oil pump shall be a stock style wet sump only. An aftermarket circle track deep sump steel oil pan is allowed. Morso oil pan inspection plug P/N 23970 must be installed in right side of pan.

10.7. Flat top or dished pistons only. Magnetic steel wrist pins required. May use floating pins.

10.8. Rods may be aftermarket steel or cast-iron I-beam type rods 5.7 Or 6.0 center to center length.

10.9. After market rod bolts are allowed. A maximum compression ratio of 12:1 will be allowed. Will be teched and sealed by AAS officials.

10.10. Crankshaft may be cast iron or steel. Shall be stock stroke length for size of motor being used. (3.48 for GM) No stroked or de-

stroked cranks allowed. Minimum weight allowed is 48 pounds with timing gear installed. The rod and main journals may be reground undersize for repair only but may not be offset ground as to change the stock stroke. No Honda journal cranks. No undercutting, grinding, knife edging or lightening of counter weights or any other part of the crankshaft is permitted. Balancing is permitted. A Stock OEM factory production cylinder head castings only will be permitted. No aftermarket, specialty performance, Bowtie or GM performance. Ford Motorsports or Mopar performance heads allowed. GM Vortec heads are allowed. Head castings shall be unaltered and "as cast" and not be tampered with in any way. No porting, polishing, match porting, gasket matching, grinding, acid etching, sanding or heavy wire brushing shall be allowed on any part of intake or exhaust runners or combustion chambers above or below the valves. Exception GM Vortec 1.94 valve heads may use up to 2.02 intake valves and 1.60 exhaust valves and may blend the pocket no more than 1/2 inch under the valve. 3 angle valve seat machining is allowed. Heads may be machined to correct warped surfaces and must match OEM angles. No angle milling of head surface is allowed. Penalty for head rule violation shall be a $1000 fine and loss of all season points. (NO ANGLE PLUG HEADS)

10.11. Stainless steel valves may be used. No titanium valves. Valve springs must have magnetic steel retainers and keepers. No titanium or aluminum retainers.

10.12. Screw in studs and guide plates may be used. Poly locks and stud girdles may be used.

10.13. Any 1.5 ratio aluminum or steel roller rocker may be used. No shaft rocker systems allowed unless it is OEM factory for make of engine.

10.14. Cam shall have a maximum .510 lift measured at either the intake or exhaust valve retainer when hot. No exceptions, .511 is illegal. May use solid or hydraulic lifters. Lifters must be stock diameter for engine being used. (GM .842, Ford .875 Mopar .904) No mushroom style or roller lifters.

10.15. Only steel timing chain and gear set will be allowed. No gear drives or belt drive. Timing chain and gear set may have cam timing adjustability.

10.16. GM HEI distributor or stock electronic ignition for specific make of car may be used. Aftermarket distributor may be GM HEI style only. No dual point distributors, magnetos or MSD allowed. After market ignition module and coil are allowed.

10.17. One Gauge legal Holley 4412 or motorcraft 2 bbl carburetors allowed. Choke plate and air horn may be removed. No other carburetor modifications allowed. No narrowing of throttle shafts or grinding of butterfly screws allowed. Metering block, boosters, and air bleeds may be replaced as necessary to run E- 85 fuel. All air entering the engine must pass through the carburetor Venturis. A 1-inch carb spacer or adapter is allowed. A maximum of 1.125" between manifold mounting surface and bottom of carb base plate, including gaskets, is allowed .2 carburetor return springs are required on throttle linkage.

10.18. No fuel injection, nitrous oxide, super charger, turbo charger, ram air or any type of boost enhancing device is allowed.

10.19. An air cleaner is required. K&N style poly air cleaner assembly is allowed, A maximum 17x4 round air filter may be used. A K&N Filter is acceptable.

10.20. Intake manifold shall be an out of the box as cast aluminum Edelbrock performer manifold part

10.21. #2101/2701/2116/2716 for GM,#2181 for Ford or #2176 for Mopar . Intake and carb stud must be drilled for safety wire .093 diameter; front, passenger side carb stud and front passenger side intake bolt.

11. Engine B

11.1. AAS GM spec parts motor (based on the GM 19258602/88958602 crate motor) may only use stock OEM one-piece rear main block casting #'s 10243880 or 14093638.Must be "as cast" and un altered in any way. Absolutely no grinding, smoothing or polishing of block is allowed inside or out.

11.2. Only a 3.998 to 4.008 inch bore is allowed. Absolutely no over bore of cylinders is allowed. May be re honed for pattern only. May only be re-machined to restore or repair warped surfaces. Block deck height shall not be less than 9.020 inches measured from centerline of crankshaft. Block deck angle shall not be altered. Lifter bores may not be altered in any way. No exceptions.

11.3. Only GM part #'s 12514101 or 88894280 cast aluminum dished 4 valve relief pistons and pins or direct replacement Silv-o-lite dished 4 valve relief pistons and pins part #1470 std. or Speed Pro part#423NP std. may be used. Must be installed as manufactured, No modifications or alterations of any kind are allowed. Only GM part #'s 12507985 or 12524205 or Hastings part #5615 cast rings for stock piston allowed. Hasting part #139 std. cast rings are allowed for aftermarket pistons. No exceptions.

11.4. Only GM 3.48 stroke cast steel crank shaft casting #'s 14088526 or 10243068 are allowed. Must be as cast. May not be altered in any way. Rod or main journals may be resized .010 under only. Crank must be stock OEM minimum weight of 55.25 Lbs with timing gear installed. May be balanced but may not have any excessive material removed and must match weight requirement.

11.5. Only GM stock OEM powdered metal 5.7 inch rods part # 10108688 are allowed. No aftermarket performance rod bolts allowed. May be balanced but must weigh a minimum of 595 grahams. For teching purposes the Piston, Pin, Rod and Rings will be weighed together and must be a minimum of 1,300 grams.

11.6. Only GM part #'s 89060460 or 12594874 main, #'s 12523924 or 12561341 rod or aftermarket part #MS909P standard main, #CB663P standard rod, or #CH8 cam bearings may be used. May be a maximum of .010 oversize. Must be installed as purchased no coatings or alterations allowed.

11.7. Only GM cam part #24502476 will be allowed. Absolutely no regrinding or re machining will be allowed. Cam must match specs exactly as described on page 22 of the GM crate engine tech manual for the "602" motor. A cam doctor will be used for cam tech inspection. Must use Gm hydraulic lifters part#5232720 or aftermarket part #A817 replacement lifters only. No anti pump ups. No exceptions.

11.8. Only a stock style un altered wet sump oil pump is allowed. May be a hi-volume pump. Must not be a big block or billet aftermarket pump. May use circle track style pick up to match pan. A steel aftermarket deep sump circle track oil pan is allowed.

11.9. Only stock production GM Vortec cylinder head casting #'s 10239906 or 12558062 are allowed. Must be "as cast" and unaltered in any way. Absolutely no polishing, porting, gasket matching is allowed. A maximum of .010 may be machined from cylinder head deck surface to repair warped surfaces only. NO angle milling allowed. Must meet compression requirements as noted in *9.15B. Must have 1.94 intake and 1.50 exhaust valves only. May use valves of matching quality and design to the GM part # 10241743 intake valve and GM part # 12550909 exhaust valve. No performance enhancing valves such as lighter weight or swirl polished valves are allowed. Valve angles and valve seat angles must match specs as outlined on page 20 of the GM crate engine tech manual for the "602" motor. No additional valve pocket work is allowed. Only GM Valve springs part # 20212811 are allowed. Will be teched against specs on page 21 of GM crate motor tech manual for the "602" motor for size, installed and free heights, and installed and open spring pressure. Only magnetic steel retainers and keepers may be used. Must use stock press in rocker studs. No screw in studs or guide plates allowed. Only 1.5 stamped steel rocker arms, pivot balls and kool nut lock nuts are allowed. No poly locks or stud girdles allowed. Must use stock type push rods 7.724 long 5/16 diameter.

11.10. Timing chain must be stock style steel single roller timing set with no provisions for cam timing adjustments on crank or cam gear. May replace oil pump with Melling part#M155.

11.11. Only GM part # 88960604 8" harmonic balancer or equivalent is allowed. Must be stock style minimum 8" steel replacement balancer. No aluminum, lightweight steel or fluid type balancers allowed.

11.12. Aftermarket gaskets may be used. Head gaskets must have a minimum compressed thickness of.028 no steel "shim" head gaskets. May use a thicker head gasket to meet compression requirements.

11.13. Must use GM part #12366573 dual plane 4 bbl intake manifold only. Must be used "as cast" absolutely no modifications allowed.

11.14. AAS GM spec motor only, may run either a Holley 80541-1 650 cfm mechanical secondary carb. Or Holley 80508-2 750 cfm vacuum secondary carb. NO exceptions. Choke plate may be removed. Air horn may not be removed or altered in any way. Carb body and butterflies must remain as manufactured and may not be altered in any way. The installation of a secondary metering block and four corner idle adjustments is allowed. May be modified for E-85 fuel. Power valves, Jets, or vacuum secondary springs may be replaced as needed for tuning. Carb must be bolted directly to the manifold. No carb spacer or adapter is allowed. A maximum of 1/2 inch for gasket thickness will be allowed.

11.15. Distributor must be GM HEI type distributor only. After market module and in cap coil may be used. No MSD or other ignition control devices allowed.

11.16. Maximum allowed compression ratio is 9.25-1 for this engine. Will be teched with a whistler as outlined on page 33 of the GM crate motor technical manual.

12. <u>Exhaust</u>

12.1. Cast Iron exhaust manifolds, block hugger headers, or shorty style headers may be used. No full-length headers. Maximum 1 5/8 steel tube headers with 3 or 3 1/2 inch collectors must terminate no further back than the firewall. No stainless-steel headers, merge collectors, or tri-y headers allowed. Exhaust may be a 2 into 1 design or split system with a cross over. Muffler or Mufflers must exit under car and must have a turn down. No side exit exhaust will be allowed.

12.2. Mufflers, single or dual, are mandatory and shall be sufficient enough to meet all sound requirements of the speedway at all times. 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 night's events. All mufflers and exhaust shall be securely fastened. A dragging muffler may be cause for being black flagged from the event. Any vehicle that loses its muffler will be black flagged from the event by necessity of maintaining our strict sound restrictions.

12.3. 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. Fuel & Fuel System

13.1. Only unleaded fuel may be used. Unleaded race gas, unleaded pump gas or E-85 as purchased from the pump may be used.

13.2. No fuel may be blended with alcohol, ethers, or other oxygenates. No propylene oxide, anailene, nitro propane, any other nitro compounds, or performance enhancing additives of any kind may be used at any time. Penalty for altered fuel is $1000 fine and loss of all points for the season.

13.3. A "made for racing" fuel cell must be used. Must be a top feed type and must have an approved roll over vent and a ground strap to the filler neck. Fill neck must be located in the trunk area. No fender fill. Maximum Fuel cell capacity allowed is 22 gallons.

13.4. Fuel cell shall be mounted securely in the trunk area completely sealed off from the drivers compartment with a steel or aluminum firewall. Mounts for the fuel cell shall be welded directly to the vehicle frame. A minimum of (2) 1" x l/8" steel straps shall be used to secure the fuel cell. A box tubing fuel cell containment cage is strongly recommended. The fuel cell must be enclosed in a 16 gauge steel can painted red. The fuel cell shall be mounted behind the rear end at least a minimum of 8 inches off the ground. A 1/8" steel or 1/4" aluminum plate as wide and tall as the fuel cell shall be attached on the rear of the fuel cell for extra protection.

13.5. Fuel line may run inside the drivers compartment but is required to be inside steel tubing that is painted red and clearly marked as "fuel" for the safety crew to see.

14. Cooling and Electrical

14.1. A single automotive car battery shall be allowed. If located behind the driver in front of the rear firewall the battery must be housed in a completely enclosed leak proof plastic or poly box and securely bolted down with steel or aluminum straps. No nylon straps and hold downs will be allowed.

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

14.3. An operational starter is required.

14.4. A single radiator securely mounted in front of the motor is required. Radiator shall have a 1/2 gallon over flow catch can mounted inside the engine compartment or the trunk area. Shall have an operational fan. Electric fan is ok.

14.5. Antifreeze shall not be allowed. Competitors found to be using antifreeze are subject to a $100 fine. Water wetter or Pro blend 40 below or other similar water cooling enhancers are allowed.

14.6. An aluminum water pump and aftermarket pulleys are allowed. Must use V belts only. No serpentine belts or pulleys.

15. Drive Train

15.1. A Ford 9 inch rear end housing is allowed. May use floater style hubs and magnetic steel solid axels. No gun drilled axels. Must use stock style mounting brackets for type of car being used. Heavy duty aftermarket axles must be used if a stock GM 10 or 12 bolt rear end Is used.

15.2. Rear end third member must be steel. Rear differential must use a steel mini or full spool only. No limited slip or ratcheting type lockers or differentials.

15.3. Only a magnetic steel drive shaft may be used. Must be painted white.

15.4. A drive line safety loop must be installed no further than 12" back from the front u-joint. Safety loop may be constructed from 5/16 chain or y4 x 2 flat strap and must completely encircle the drive shaft. The loop must be securely fastened to the vehicle in such a way as to prevent the driveline from coming loose if it should fail.

15.5. Automatic transmissions shall have a functioning stock type torque converter at least 10" in diameter. No lock up or electronic lock up type converters allowed. An SFI certified flex plate is mandatory. At least one forward gear and reverse are required to be operational. No direct drive transmissions allowed. A steel plate type scatter shield over the flywheel area of the transmission is recommended. Transmission coolers and lines must not be in or run through the drivers/passenger's compartment.

15.6. Manual transmissions must be OEM stock type 3 or 4 speeds only. No racing transmissions. Must have at least (2) working forward gears and (1) working reverse gear. Must have a stock type steel flywheel. No lightened, drilled or aluminum flywheels. Must use a stock style steel pressure plate (minimum 10" diameter). SFI certified clutch and flywheel are highly recommended. A steel bell housing is required on all manual transmissions. Stock aluminum bell housing may not be used.

15.7. After market hydraulic throw out bearing, slave cylinder, pedal and clutch master cylinder may be used.

16. Wheels and Tires

16.1. American Racer 970 8" grooved racing tires are the only tires allowed to be run. Tires must be purchased from All American Speedway approved tire vendor. May be run in any position on the car. You must run your main event on the tires you qualify on. All American Speedway Officials will mark tires at qualifying. Damaged tires may only be replaced upon inspection and approval by AAS officials. Changing (1) tire for any reason prior to the main event will result in a 5 position penalty. Changing more than one tire will result in being moved to the back of the pack. All American Speedway Officials reserve the right to determine that if an irreparably damaged tire is replaced with an equal or lesser quality tire no starting position penalty may be assessed. No tire softening allowed.

16.2. Only 8" steel racing wheels allowed. May run offset wheels as long as track width and weight % requirements are met.

16.3. Minimum 1/2" wheel studs and lug nuts will be required. 5/8 is recommended.

16.4. Wheel studs must be long enough that threads must show past the lug nut when tightened. If threads do not show past the lug nut it is considered a safety issue and will be required to be repaired before the car is allowed to run on the track.

16.5. A maximum of 2" of wheel spacer, aluminum or steel, may be installed as long as there is sufficient wheel stud length to accommodate the spacer safely (see 14.3) and maximum allowed track width is not exceeded.

17. Safety Requirements

17.1. Aluminum made for racing seat is required. Absolutely no plastic or fiberglass seats of any kind will be allowed. The seat must be securely mounted to a steel frame welded to the main roll cage. Seats bolted directly to the floor pan will not be allowed. A steel bottom and back support frame is required. Seat shall be bolted to the mounts with minimum 3/8" grade 8 bolts and large washers to prevent pull through,

17.2. SFI certified racing seat belts and harness are required. A minimum 2" wide strap 5 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 5 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. Install belts per manufactures guide lines for proper installation.

17.3. Snell approved SA2005 or newer full face racing helmet is required for driver and passenger. Motorcycle or sport helmets will not be allowed. Beginning in 2017, SA2010 helmets will be mandatory.

17.4. A head restraint or collar is recommended be warn at all times. A Hans, Hutchins or other SFI approved head and neck restraint is strongly recommended. Racing is dangerous, and all attempts should be made to minimize the risk of injury in the event of a crash.

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

17.6. An automatic trigger or on-board fire suppression system is highly recommended.

17.7. No 2-way radios will be permitted. Raceceiver radios will be mandatory.

17.8. Transponders are required and must be mounted 11 ft (132") back from forward most point on the car and no higher than 24" off the ground.

18. Team Driving

18.1. Team driving is allowed and may be used to accumulate points for the registered team. Only 1 payout and one set of trophies will be awarded based on this system. Each team must choose and register one primary driver by AAS license number who will be assigned to the car for the whole season regardless of who drives the car. All records, announcements, scoring, points, payouts, penalties fines and special awards will be made to that primary driver's name and registration number. Prize earnings will only be reported to the primary driver's tax ID or social security number for tax purposes. Up to 3 people may be registered as team drivers. Only up to 2 alternate drivers are allowed and only up to 2 changes per season are allowed. Alternate drivers must be added at least 7 business days in advance during fairgrounds office business hours. All drivers must have current AAS license to qualify for points.

19. AAS Gm 602 spec allowable non-factory replacement parts

Piston - Silv-o-lite - part #1470 std./ Speed Pro part #423NP std.

Rings - Stock piston - Hastings - part #5615 cast
Aftermarket pistons(above) - Hasting - part #139 std.

Bearing - Main - part #MS909P
Rod - part #CB663
Cam - part #CH8
Hydraulic Lifter - Any manufacture. No anti pump ups - part #A817
Oil Pump - Melling - part #M155
Timing Chain - Any stock style steel single roller timing set. No provisions for cam timing adjustments.

Revised 5/09/18

Super Stock A Payout
Cars Must practice, qualify and race to earn payout
Pit Passes $40

Finish									
1	$250	$275	$300	$325	$350	$375	$400	$425	$450
2	$125	$150	$175	$200	$225	$250	$275	$300	$325
3	$115	$125	$135	$150	$165	$175	$190	$200	$215
4	$100	$120	$130	$140	$150	$160	$175	$190	$200
5	$90	$95	$100	$110	$135	$145	$155	$165	$180
6	$80	$85	$90	$100	$125	$135	$145	$155	$170
7	$75	$80	$85	$90	$120	$130	$140	$150	$165
8	$70	$75	$80	$85	$115	$125	$135	$145	$160
9	$65	$70	$75	$80	$110	$120	$130	$140	$155
10	$60	$65	$70	$75	$105	$115	$125	$135	$150
11	$55	$60	$65	$70	$100	$110	$120	$130	$145
12	$50	$55	$60	$65	$95	$100	$115	$125	$140
13	$45	$50	$55	$60	$80	$90	$100	$110	$115
14	$40	$45	$50	$55	$75	$85	$95	$105	$110
15	$35	$40	$45	$50	$70	$80	$90	$100	$105
16	$30	$35	$40	$45	$65	$75	$85	$95	$100
17		$30	$35	$40	$60	$65	$75	$85	$90
18			$30	$35	$55	$60	$70	$75	$80
19				$30	$45	$50	$55	$60	$65
20					$40	$45	$55	$60	$65
21						$40	$50	$55	$60
22							$45	$50	$55
23								$45	$50
24									$45
# of Cars	16	17	18	19	20	21	22	23	24

Revised 5/09/18

Super Stock A Payout
Cars Must practice, qualify and race to earn payout
Pit Passes $40

Finish											
1	$35	$40	$45	$50	$55	$60	$100	$125	$150	$175	$200
2	$30	$35	$40	$45	$50	$55	$80	$85	$90	$95	$100
3	$25	$30	$35	$40	$45	$50	$75	$80	$85	$90	$100
4	$25	$35	$40	$50	$55	$60	$65	$70	$75	$80	$90
5	$25	$30	$35	$40	$45	$50	$60	$65	$70	$75	$80
6		$30	$35	$40	$45	$50	$55	$60	$65	$70	$75
7			$30	$35	$40	$45	$50	$55	$60	$65	$70
8				$30	$35	$40	$45	$50	$55	$60	$65
9					$30	$35	$40	$45	$50	$55	$60
10						$30	$35	$40	$45	$50	$55
11							$30	$35	$40	$45	$50
12								$30	$35	$40	$45
13									$30	$35	$40
14										$30	$35
15											$30
16											
17											
18											
19											
20											
21											
22											
23											
24											
# of Cars	5	6	7	8	9	10	11	12	13	14	15