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**Contact:**

**Division Head Official**

Ben Wurster

916-514-2101

[Bwurst1@yahoo.com](mailto:Bwurst1@yahoo.com)

**Head Tech Official**

Gary Quigley

916-303-0060

[gquigley@rpmnorcal.com](mailto:gquigley@rpmnorcal.com)

**DOC**

Frank Jordan

916-997-6080

[fjordan@bmrnapa.com](mailto:fjordan@bmrnapa.com)

## Super Stock B 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 night's event and the repair to be made before the next event can be participated in.

## Super Stock B Series Rules

### 1. Driver Eligibility

- 1.1. All drivers must hold a current AAS competitor 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, including El Caminos and Rancheros, with a wheelbase of 108" or more. No all-wheel drive, convertibles, T-tops, pickup trucks, vans, SUVs, limos, or Jeeps.
- 2.2. All vehicle dimensions and appearance must remain stock for year, make, and model used per manufacturer's published specifications. No alterations or customizing allowed, GM to GM, Ford to Ford, Mopar to Mopar.

### 3. General Body Rules

- 3.1. Body must be complete and stock appearing. 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 front and rear bumpers (or tube bumpers) must be used. Any reinforcement of stock bumpers must



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meet approval of technical staff, (no battering rams). Bumpers must be secured with minimum 1/4" chain to the frame in a manner that prevents the bumper from coming off in the event of a broken mount. Front and rear bumpers will have a minimum of 3"x 1/8" flat strap on each end of the bumper to the fender to prevent hooking of cars during side by side racing.

- 3.3. Stock OEM front and rear firewall and floor pan must remain intact. All holes will be covered and completely sealed with steel or aluminum sheet metal.
- 3.4. Interior sheet metal and inner structure may not be removed in any way except for door bar clearance. Only the hood and rear deck lid may have inner structure removed. Rear trunk sheet metal may be removed up to the rear end housing only.
- 3.5. All body panels must be OEM stock. No aftermarket panels allowed. Exception; Door skins and quarter panels from upper body line down maybe replaced with fabricated 20-gauge steel sheet metal panels. Must meet Tech official's approval and be stock appearing. Doors, skins & quarters will be welded, bolted, or riveted in such a way as to permanently secure them to the car. Hood and deck lid must be secured with hood pins on all 4 corners. A hood scoop or cowl scoop may be added.
- 3.6. Stock nose piece may be replaced with aftermarket plastic nose above and below the bumper. Must match body style and approximate year of car. ABC noses will be accepted.
- 3.7. Front and rear fender well openings may be trimmed for tire clearance. Front inner fender panels may be removed. If not removed, then must have 4" hole in hood above fuel pump. Front windshield must be placed with 1/8" polycarbonate (not Plexiglas). Must be full size and entirely cover stock windshield opening and be riveted or bolted around the entire perimeter. (3) Vertical steel straps 1" x 1/8" shall be mounted in the center portion of the front windshield on the inside. If the stock windshield is used it must be securely fastened with (3) 1" x 3" tabs evenly spaced across the top of the windshield attached to the roof and overlapping the windshield. (3) 1"x3" tabs shall be evenly spaced across the bottom of the windshield attached to the cowl.
- 3.8. Rear spoilers shall be a maximum of 6" in height measured from the deck lid where it mounts. Must be no wider than the width of the rear deck of the car and extend no further back than the rear most part of the body (not the bumper). If the top of the spoiler is higher than the bottom of the rear window it must be made of clear polycarbonate.
- 3.9. Front and rear bumpers shall have a height of 18 inches (+ or - 1") 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.

#### **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. 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 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 a minimum 18 inch high with a 4-inch stroke. Must have a "B" 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.
- 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 3600 pounds including fuel, driver, passenger and all safety gear is required. 78-87 metric coil spring cars will have a minimum weight of



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3500 pounds. Penalty is disqualification from that night's event.

- 5.2. Left side weight percentage, including fuel, driver, and passenger, shall not exceed 51% of total weight of car. In the event a car is raced without a passenger, the car must still conform to total weight and left side % as noted in 4.1 and 4.2. Penalty is disqualification from that night's event.
- 5.3. Any weight added to the car shall be located inside the trunk area behind the rear end housing. Any added weight may not extend below the frame it is mounted to. All weight must be bolted securely with at least (2) 1/2" bolts and must have large flat washers or steel plates if bolted directly to trunk floor. Must be lead or steel (no cement, etc.) All weight must be painted white and clearly marked with the car number. 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. No filling of frame rails or frame sub connectors with weight.

## **6. Chassis**

- 6.1. Frames may not be cut, clearanced, notched, widened, or shortened from stock. Unibody cars may install sub frame connectors front to rear. Max 2x3 x.120 wall tubing. All cars may "x" the frame under the main floorboard.
- 6.2. Ride height shall be no lower than 5 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 are a with driver and passenger (if applicable) in the car, ready to race.
- 6.3. Caster and camber shall be adjustable by stock methods only. No altering of or re-drilling mounting points or control arms. Fords may elongate sliders for camber change.
- 6.4. Wheelbase on all cars may not be altered and must match factory specs for year, make, and model of car being ran + or - 1/2" to allow for castor. No exceptions. Minimum 108" Wheelbase will be measured by adding right and left side and dividing by 2.
- 6.5. All race cars shall be equipped with front and rear tow hooks sturdy enough to support the weight of that end of the car. All hooks shall be easily accessible and painted white for visibility to the tow truck operator. Any vehicles without these tow hooks may be pushed to the infield till the end of the event.
- 6.6. Contracted tow vehicles and operators are not responsible for damage caused from inadequate or missing tow hooks.

## **7. Suspension and Steering**

- 7.1. All steering and suspension parts must be unaltered OEM stock (OEM replacement permitted). No cutting, welding, altering, or modification of steering or suspension components. GM to GM, Ford to Ford, Mopar to Mopar. All upper and lower control arms must be equal length right to left. Maximum 2.5 degrees camber in left front wheel.
- 7.2. 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 spring cups are allowed. Rear spring buckets on 4 link cars may be altered (raised) to allow for lowering of vehicle. Rear non-adjustable lowering blocks on leaf springs are allowed. Only stock OEM style rear leaf shackles allowed.
- 7.3. Must use stock OEM solid sway bar mounted in stock OEM location on the frame and attached to the lower control arms in the stock manner, (bar on top of the arm, bolts and spacers or stock link pins, no chains etc.)
- 7.4. Only stock mounts, steel body, non-rebuildable, non-adjustable shocks allowed. No hiem ends allowed. One per wheel mounted in the OEM stock location. (Exception) on 4 link car's rear lower shock mounts may be relocated 2" down and 2" over from stock
- 7.5. 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.
- 7.6. Track width for 108" - 111" cars will be 66.5 inches measured from center of wheel to center of wheel at spindle height. 112" and longer cars will be 68 inches. Measurement taken at center of spindle with



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referee.

## 8. Brakes

- 8.1. All front and rear brake components shall be OEM stock magnetic steel. Working brakes on all four wheels are required. No rear disc brakes. No cutting, grinding or lightening of any brake calipers is allowed. Braided steel brake lines are recommended to replace OEM style rubber hose.
- 8.2. Aftermarket racing brake pads are allowed
- 8.3. Only 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 stock valve. The aftermarket valve must be mounted next to the master cylinder in the engine compartment out of reach of the driver.

## 9. Roll Cage

- 9.1. Roll cage shall be a minimum of a 6-point cage (8 point recommended). Must have 4 horizontal door bars on right and left side 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. Must have 2 horizontal spreader bars running right to left, 1 between the front uprights at dash height and at least 1 between the rear uprights at shoulder height. 2 diagonal down bars running from the top of the main cage down to the rear frame are required. Main roll cage must be securely welded to the main frame. For unibody cars the cage may attach to the floor pan with (1) minimum 4"x4"x3/16" steel plate at base of each leg of the roll cage. Another 4"x4"x3/16" plate must attach underneath the floor and must be welded and bolted with
- 9.2. (4) 1/2" grade 8 bolts sandwiching the floor pan between the two plates. Roof halo shall have a center spreader bar running front to back.
- 9.3. Main driver/passenger compartment roll cage shall be constructed of at least 1 1/2"
- 9.4. (1 3/4" strongly recommended) .090 mild or low carbon steel tubing. Seamless recommended. Additional front and rear roll cage must be at least 1 1/2" .090 steel tubing.
- 9.5. 1 3/4" round tube or 2"x2" square tube may be used behind fuel cell between rear frame rails.
- 9.6. A complete front hoop tied to the main cage is strongly recommended. Front radiator hoop may not extend more than 6" forward past the radiator no wider than the front frame rails and have one center bar only.
- 9.7. All roll cage bars are required to be padded at any point of possible contact with driver or passenger.
- 9.8. Driver and passenger 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/ passenger protection.
- 9.9. 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

- 10.1. Maximum displacement 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 production block only. No bowtie special performance or after-market blocks allowed. Engine must mount in stock location for vehicle being used. No set back or offset allowed.
- 10.3. Shall not exceed 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. Only stock OEM main caps are allowed. No main cap or 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. A maximum



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- compression ratio of 11:1 will be allowed. Will be teched and sealed by AAS officials.
- 10.8. Stock OEM connecting rods only (GM=5.7), aftermarket rod bolts are permitted.
  - 10.9. Stock OEM crankshaft only. No aftermarket cranks allowed. Shall be stock stroke for size of motor being used. (3.48 for GM) No stroked or de-stroked cranks allowed. Minimum weight allowed is 50 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 undercutting, grinding, knife edging or lightening of counter weights or any other part of the crankshaft is permitted. Balancing is permitted.
  - 10.10. Stock or after-market replacement OEM factory type production cylinder heads only will be permitted. (NEED 2 PART NUMBERS HERE for Chevy, Ford & Mopar) No specialty performance, (bowtie, GM performance. Ford Motorsports or Mopar Performance) heads allowed. No GM vortec heads allowed. Head castings shall be "as cast" and not be tampered with in any way. No porting, polishing, match porting, gasket matching, grinding, acid etching, sanding, or heavy wire
  - 10.11. Brushing shall be allowed on any part of intake or exhaust runners or combustion chambers above or below the valves. Penalty for head rule violation shall be a \$1000 fine and loss of all season points.
  - 10.12. Stainless steel valves may be used. No titanium valves. Valve seat angles shall be stock, No back cutting or bowl blending of valve pockets. Valve springs shall be stock diameter with stock size magnetic steel retainers and keepers. No titanium or aluminum retainers or beehive springs.
  - 10.13. Screw in studs may be used. Poly locks may be used, no stud girdles allowed.
  - 10.14. Only stock type stamped steel rocker arms allowed. No roller or roller tip rockers allowed. Must be stock ratio for type of head being used. (1.5 for GM.)
  - 10.15. Cam shall be a hydraulic lifter cam only. May have a maximum lift of .500 measured at the valve and .333 measured at the lifter/push rod. Hydraulic lifters must be stock OEM diameter for engine being used (GM.842/ Ford.875/Mopar.904)
  - 10.16. 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.
  - 10.17. Stock after-market replacement OEM style single point, GM HEI or stock electronic ignition distributor allowed. No dual point distributors, magnetos, msd or aftermarket performance distributors allowed. After market ignition module and coil are allowed.
  - 10.18. 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 and boosters may be replaced or modified only 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.
  - 10.19. No fuel injection, nitrous oxide, super charger, turbo charger, ram air, or any type of boost enhancing device is allowed.
  - 10.20. 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 air filter is allowed.
  - 10.21. Intake manifold shall be a stock unaltered cast iron dual plane low rise style (no Bowtie or marine), or an out of the box as cast aluminum Edelbrock performer manifold part #2101 or #2701 for GM, #2181 for Ford, or #2176 for Mopar. Intake bolt and carb stud must be drilled for safety wire .093 diameter; front, passenger side carb stud and front passenger side intake bolt.
  - 10.22. Engine "track testing" option for 2018. GM factory sealed (new style) QR bolts, 602 crate with 4 bbl carb. Must be tech approved for 2018 race track testing. Testing data will be used to set fair competitive option for crate use in 2019 rules package. Restrictions on crates options can change to be competitive to 2bbl engines packages at any time during 2018 as deemed necessary.

## 11. Exhaust

- 11.1. Only OEM stock cast iron exhaust manifolds will be allowed, unaltered in any way. No porting, polishing, or grinding of any type. No gasket matching, acid etching or modifications of any kind. Short block hugger



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headers permitted, 1-5/8" tubes into 3" collector must be reduced to 2-1/2" by flange reducers. Headers must not pass firewall. Exhaust shall "Y" into 1 single pipe before it passes through a single muffler located under the car to the rear of the passenger compartment. The muffler shall have a single exit minimum 6" long. All exhaust tubing will have a maximum 2.5 inch diameter including tailpipe

- 11.2. A single muffler is mandatory and shall be sufficient enough to meet all sound requirements of the speedway at all times. 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. All mufflers and exhaust shall be securely fastened, the use of plumber's tape or bailing wire is not an acceptable method. 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 sound restrictions.
- 11.3. 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 racetrack.

## **12. Fuel & Fuel System**

- 12.1. Only unleaded fuel may be used. Unleaded race gas, unleaded pump gas or E-85 as purchased from the pump may be used.
- 12.2. No fuel may be blended with alcohol, ethers, or other oxygenates. No propylene oxide, anilene, 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.
- 12.3. 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.
- 12.4. 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 1/8" 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.
- 12.5. 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.

## **13. Cooling and Electrical**

- 13.1. A single automotive car battery shall be allowed. Must be securely located behind the driver/passenger in front of the rear firewall. 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. Mounting battery in engine compartment or trunk area will not be permitted.
- 13.2. A master kill switch clearly marked for location and "on" and "off" that is accessible to the driver and the safety crew, is mandatory.
- 13.3. An operational starter is required.
- 13.4. A single radiator securely mounted in front of the motor is required. Radiator shall have a one gallon over flow catch can be mounted inside the engine compartment or the trunk area. Shall have an operational fan, electric fan is ok.
- 13.5. Antifreeze shall not be allowed. Competitors found to be using antifreeze are subject to a \$100 dollar fine. Water Wetter, Pro Blend 40 below or other similar cooling system additives are allowed.
- 13.6. Aluminum water pump and aftermarket pulleys are allowed. Must be v belt only. No serpentine belts or pulleys allowed.



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#### **14. Drive Train**

- 14.1. Only the stock rear end for the make and model of car is allowed, ford 9" optional. Must be mounted in the stock location. No limited slip or locked rear ends of any kind. No welding of gears. No shimming of spider gears to create a limited slip differential. If a rear differential is found to be locked or excessively tight, the penalty will be disqualification and a loss of points and money for that night's event. Aftermarket axles are allowed and recommended. It is recommended to tack weld the bearing retainer sleeve to the axle.
- 14.2. Only a magnetic steel drive shaft may be used. Must be painted white.
- 14.3. 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 1/4"x2" 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.
- 14.4. 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 1 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 compartment.
- 14.5. Manual transmissions must be OEM stock type 3 or 4 speeds only. No racing type transmissions must have all working forward and reverse gears. No 2 speeds or first gear removed transmissions allowed. Must have a stock type steel flywheel. No lightened, drilled, or aluminum flywheels. Must use a stock style steel pressure plate. SFI certified clutch and flywheel is highly recommended. Steel bell housing is required on all manual transmissions. Stock aluminum bell housing may not be used.
- 14.6. Aftermarket hydraulic throw out bearing, slave cylinder, pedal and clutch master cylinder may be used.

#### **15. Wheels and Tires**

- 15.1. Tires must be purchased from All American Speedway approved tire vendor.
- 15.2. American Racer 970 8" grooved racing tires are the only tires allowed to be run. 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 (1) 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 penalty maybe assessed. No tire softening/soaking allowed.
- 15.3. Only 8" steel racing wheels allowed. May run offset wheels as long as track width and weight requirements are met.
- 15.4. Minimum 1/2" wheel studs and lug nuts will be required. 5/8" is recommended.
- 15.5. Wheel studs must be long enough that threads must show past the lug nut when tightened. If wheel stud 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.
- 15.6. A maximum of 2" of wheel spacer, aluminum or steel, may be installed as long as their insufficient wheel stud length to accommodate the spacer safely (see 14.3) and maximum allowed track width is not exceeded.

#### **16. Safety Requirements**

- 16.1. Aluminum, made for racing seats will be required for the driver and passenger. Absolutely no plastic or fiberglass seats of any kind will be allowed. The seats 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 for each seat. Seats shall be bolted to the mounts with minimum 3/8" grade 8 bolts and large washers to prevent pull through.
- 16.2. SFI certified racing seat belts and harness are required for both driver and passenger. A minimum 2" wide strap 5-point harness with individual double shoulder belts shall be required (no "Y" type). Seat belts



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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 instructions for proper installation. Snell approved SA2005 or newer full-face racing helmet is required for driver and passenger. Motorcycle or sport helmets will not be allowed.

- 16.3. A head restraint or neck collar is recommended to be worn at all times. A Hans, Hutchins or other
- 16.4. SFI approved head and neck restraint system is highly recommended. Racing is dangerous, and all attempts should be made to minimize the risk of injury in the event of a crash.
- 16.5. SFI certified racing suits are required for all drivers and passengers at all times while on the track. Driver's suits with large holes or tears will be required to be replaced. SFI rated gloves, SFI rated shoes, and long underwear is highly recommended.
- 16.6. An automatic trigger or on-board fire suppression system is highly recommended.
- 16.7. No 2-way radios will be permitted. Raceceiver radios will be mandatory.
- 16.8. Transponders are required and must be mounted 11 ft. (132") back from the forward most point on the car and no higher than 24" off the ground.

## **17. Co-Drivers and Passengers**

- 17.1. A Super Stock B racer with a passenger will display a bright orange ribbon or flag at least 12" long affixed to the left rear bumper for safety identification. Passengers must follow the same safety requirements as a driver.
- 17.2. At the time of pit registration, a super stock Driver will be responsible for informing pit gate personnel of the identity of their passenger. Likewise, at the time of registration the bomber passenger is required to inform the pit gate personnel of his or her intent to participate as a passenger and register as such. Both the driver and passenger are responsible for knowing and obeying the rules, regulations, and policies of All American Speedway. Failure of either the driver or the passenger to abide by the AAS rules and regulations regarding passenger safety, equipment, and/or identification shall result in a combination of disqualification, fine, loss of points, loss of money, or suspension that will apply to the driver.

## **18. Team Driving**

- 18.1. Team driving is allowed and may be used as 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 AAS registration number. Any driver who competes without an AAS license will not be awarded points. 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 a current AAS license to qualify for points.



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

Finish									
1	\$95	\$110	\$125	\$140	\$150	\$165	\$175	\$190	\$205
2	\$95	\$100	\$110	\$120	\$125	\$130	\$135	\$145	\$155
3	\$80	\$85	\$90	\$95	\$100	\$105	\$110	\$115	\$120
4	\$65	\$70	\$75	\$80	\$90	\$95	\$100	\$110	\$115
5	\$60	\$65	\$70	\$80	\$85	\$90	\$95	\$105	\$110
6	\$55	\$60	\$65	\$75	\$80	\$85	\$90	\$100	\$105
7	\$55	\$60	\$65	\$70	\$75	\$80	\$85	\$90	\$95
8	\$55	\$60	\$65	\$65	\$70	\$70	\$75	\$80	\$85
9	\$50	\$55	\$55	\$60	\$65	\$65	\$70	\$75	\$80
10	\$45	\$45	\$50	\$55	\$60	\$60	\$65	\$70	\$75
11	\$45	\$45	\$50	\$55	\$60	\$60	\$65	\$70	\$75
12	\$45	\$45	\$50	\$55	\$60	\$60	\$65	\$70	\$75
13	\$45	\$45	\$50	\$55	\$60	\$60	\$60	\$65	\$70
14	\$45	\$45	\$50	\$55	\$60	\$60	\$60	\$65	\$70
15	\$45	\$45	\$50	\$55	\$60	\$60	\$60	\$65	\$70
16	\$45	\$45	\$50	\$55	\$55	\$55	\$60	\$60	\$65
17		\$45	\$50	\$55	\$55	\$55	\$55	\$60	\$65
18			\$50	\$55	\$55	\$55	\$55	\$55	\$60
19				\$55	\$55	\$55	\$55	\$55	\$60
20					\$55	\$55	\$55	\$55	\$60
21						\$55	\$50	\$50	\$50
22							\$50	\$50	\$50
23								\$45	\$50
24									\$45
# of Cars	16	17	18	19	20	21	22	23	24



Revised 9/12/18

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

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