



2023 Wild West Super Series Super Late Model Technical Rules

Regarding any questions please contact:

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

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

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

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

0.0 Driver Eligibility Drivers in this division must be at least 18 years old. Drivers under 18 must submit resume for approval to race. A NASCAR charger license is required for this division. All drivers, owners and crew members must hold a current NASCAR member license in good standing.

1.0 Competing models

1.1 Open to any made for asphalt racing, late model perimeter or straight rail tube frame chassis that meets the specifications spelled out in this rule book.

2.0 General body rules

2.1 Must use a **5 STAR** or **AR BODIES** asphalt late model traditional ABC or new style body, or **AR BODIES** asphalt late model muscle car body. Bodies must be mounted in compliance with standard mounting procedures as spelled out in the **manufacturer's catalogs**. No additional or add-on panels, extensions or modifications to the factory panels will be allowed. No modifications of front or rear bumper covers will be allowed. No additional holes or cut outs other than for front brake ducts and radiator cooling. Maximum **3/4"** tall roof rails will be allowed. Rails may not extend past the roof. (No rails allowed on the rear windows or rear deck etc.) Right and left front vent windows extending no further than **12"** back with a 1" max. Bulge will be allowed.

2.2 No carbon fiber body panels will be allowed. Only std. fiberglass or lightweight fiberglass body kits will be allowed

2.3 The following body measurement dimensions are required (all cars will be measured on 4" blocks)

1. Roof height will be **46"** minimum as measured **10"** back from the top of the windshield in the center.
2. Front nose overhang will be a maximum of **46"** as measured from the centerline of the front hubs to the farthest forward point of the car.



3. Rear tail overhang will be a maximum of **47"** as measured from the centerline of the rear axle to the top rear of the bumper cover at the base of the spoiler.

4. Maximum rear quarter panel height **34.5"** measured at the top of the R & L quarter panel at the base of the spoiler.

5. Right and left door height is **32"** minimum measured to the top of the door at the front and rear of the side window opening.

6. Maximum rear spoiler width is **60"**. Maximum height allowed is **6 1/2"** measured from the base of the spoiler at the rear deck to the tallest point. Spoilers must be mounted no further back than the rear-most top of the tail. Spoiler must be centered on the rear body. No offset mounting of spoilers allowed. There are no forward braces or end plates or wicker lip edges allowed. Spoilers must be constructed of clear poly carbonate to allow visibility through for competing drivers.

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

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

3.1All added weight shall be painted white with the car number written on all pieces. Must be at least 5lb. blocks securely bolted to a main frame rail with 1/2" bolts or secured inside weight boxes. No weight blocks inside the drivers compartment.

3.2Vehicle weights and left side percentage requirements are as follows.

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| 1. All cars running the GM sealed approved 604 crate motor | 2800 lbs. 58% left 6600 rpm |
| 2. All other wet sump engine combinations | 2850lbs. 58% left 7800 rpm |
| 3. Dry sump engines | 2900 lbs. 58% left 7800 rpm |

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

4.0 Chassis Conventional made for asphalt racing, late model perimeter or straight rail chassis. Refer to USRA for chassis specifications. (United Super Late model Rules Alliance)

4.1All roll cage bars are required to be padded at any point of possible contact with driver

4.2Wheelbase on all cars shall be a minimum of 101" to a maximum 108" 1" max difference between left and right side

4.3Track width will be measured sidewall to sidewall bulge, at spindle height, in the front 80 1/2" max or 66 1/2" measures with an ABC referee

5.0 Suspension and Steering

5.1 No titanium or carbon fiber suspension parts allowed.

5.2 No live axle or bird cage type rear suspension allowed.

5.2A made for racing collapsible type steering column is mandatory. A quick disconnect and a made for racing steering wheel and steering wheel center pad is required.

5.3 SPRINGS Must be a magnetic steel spring.

5.4 Bump stops/ bump springs are allowed. Must be urethane, or metal. No carbon fiber or composite.

5.5 SHOCKS 1 shock per wheel, aluminum or steel ok. No driver adjustable or remote adjustable shocks allowed.

5.6Solid link rear suspension only.

6.0 Brakes & Hubs

6.1Must have working brakes on all 4 wheels. Must use magnetic steel rotors. No titanium, carbon fiber or ceramic rotors allowed.

7.0 Ignition HEI or aftermarket distributor may be used. 6 pin connector and **non-programmable MSD** or Crane style ignition boxes and coils may be used. Must be mounted out of reach of driver in the upper right hand side of the dash area and in such a way that AAS tech staff can easily access and visually inspect as



well as verify rpm limiting chip or settings. No crank fire or optical ignition systems No programmable ignitions allowed.

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

8.0 Fuel and Fuel system

8.1 Carb Any 4 barrel carburetor allowed.

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

8.3 CT525 may run an electric fuel pump system as required with an oil pressure cut off switch.

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

8.5 A made for racing SFI rated fuel cell and can must be used and mounted in accordance with typical industry standards. Must be mounted a minimum of 8" off the ground. No notched or U-shaped fuel cell that wraps around the rear end.

8.6 Sunoco 110 leaded purple is the spec fuel for the Challenge Super Late Models No blending, altering or fuel additives will be allowed.

9.0 Cooling and Electrical

9.1 A single battery shall be allowed. Must be securely located outside of the driver's compartment.

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

10.0 Exhaust system and noise requirements

10.1 Mufflers, single or dual, are mandatory and shall be sufficient enough to meet all sound requirements of All American Speedway at all times. **No side exit exhaust!** All exhaust shall exit under the car. All mufflers must have a turn down that aims the exhaust exit at the ground. Due to our strict sound restrictions and the effect that weather condition variables have on sound generation, it is highly recommended that additional sound adjustability be built in to your exhaust system in the event your vehicle does not meet the sound levels required.

10.2 All vehicles in this division competing, practicing or testing at All American Speedway are required to comply with the mandated maximum sound output restriction. All individual vehicles are required meet a maximum decibel output of **90 DBA**. 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.

11.0 Drive Train

11.1 May use a Ford 9 inch or Quick change rear end. Gun drilled axels are allowed. Must be magnetic steel axles only, no titanium axels allowed. **50lb** weight brake for cars with full spooled rear ends.

11.2 Front loaded quick change rear ends will carry a **25lb**. weight penalty.

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

11.4 Front and rear drive line safety loops are required.

11.5 Any external clutch manual transmission is allowed. Must have at least (2) working forward gears and (1) working reverse gear. A full containment style bell housing is required.

12.0 Wheels and Tires

12.1 AAS approved racing tires are the only tires allowed to be run. You must run your main event on the tires you qualify on. All American Speedway Officials will mark tires prior to qualifying. Damaged tires may only be replaced upon inspection and approval by AAS officials.

12.2 American Racer EC84 10" Tires are the approved tire. No tire soaking, softening or chemical treatment will be allowed. Suspicious tires will be confiscated and tested. The penalty for a chemically altered tire will result in a \$500.00 fine and a loss of all accumulated points.

12.2 10" wide max steel racing wheels are allowed. 5x5 or W-5. May run offset wheels as long as track width requirements are met.



13.0 Safety Requirements

13.1A professional grade aluminum made for racing seat is required. Shoulder, head, and leg supports are strongly recommended on all seats. **Absolutely no plastic or fiberglass seats of any kind will be allowed.** The seat must be securely mounted to a steel frame and brackets welded to the main roll cage. Seat shall be bolted to the mounts with minimum 6 - 3/8" grade 8 bolts and large washers to prevent pull through.

13.2SFI certified racing seat belts and harness are required. A minimum 3" wide strap (narrowed for Hans device ok) 5 or 6 point harness with individual double shoulder belts shall be required (no "Y" type). Seat belts should include an anti-sub belt to prevent the racer from sliding forward under the lap belts. **Seat belt sets may not be more than 3 years old per the SFI tag.** Belts with missing or unreadable SFI tags will be required to be replaced. Seat belts will be securely fastened to the main roll cage with welded tabs and minimum 1/2" bolts. Seat belts bolted directly to the floor pan will not be allowed. Shoulder belts should be anchored 6" below the shoulder line by either bolting or securing around the spreader bar with the proper hardware.

13.3Snell approved SA2010 or newer full face racing helmet with polycarbonate shield or goggles is required. A missing or unreadable Snell or SFI label will require recertification or replacement of helmet. SFI head sock is strongly recommended.

13.4Other similar SFI approved head and neck restraint is required to be worn at all times while on the track.

13.5SFI certified racing suit is required for all drivers at all times on the track. Damaged drivers suits with holes or tears will be required to be replaced. SFI rated gloves and shoes are required. Fire retardant long underwear is highly recommended.

13.6An on board fire suppression system is mandatory. System shall have a minimum of a 5 lb. extinguisher in an approved secure mounting bracket. Must be mounted inside the driver's compartment either under or behind the driver's seat. System must have a minimum of 3 operational nozzles, 1 at the rear of the engine, 1 over the fuel cell and one in the driver's compartment facing the driver from just under the dash area.

13.7Ribbon style window net is required on the driver's side window. Mesh window nets are not allowed. Must be securely fastened to the top door bar at the bottom and have a quick release latch at the top that is easily accessible to both the driver and track safety crew.

13.8Two-way radios are mandatory. Spotter and crew must be able to communicate with driver by radio at all times while on the track. A designated spotter is mandatory and will be required to be present in the spotters stand at all times during the event. Any car without a spotter in the designated spotters stand may be black flagged from the event.

13.9 Transponders are required and must be mounted on the right rear frame rail 160" back from the furthest forward part of the nose. No higher than 24" off the ground.