



2026 ALL AMERICAN SPEEDWAY LIMITED LATE MODEL SERIES RULES

Regarding any questions please contact:

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*The rules and regulations set forth herein provide for the orderly conduct of racing events and to establish minimum acceptable requirements of such events. These rules shall govern the condition of all such events. All participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. Series rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant. *Officials shall be empowered to permit deviations from any of the specifications herein or impose any further restrictions that in his/her opinion equalizes competition. Any interpretation or deviation of these rules is left to the officials. Any decision of and by All American Speedway Officials is final.

0.0 Driver Eligibility in this division must be at least 14 years old. A NASCAR Feature license is required for this division. All drivers must hold a current NASCAR member license in good standing.

0.1 Any driver competing for rookie of the year points or who has competed in fewer than 5 races must display an obvious yellow stripe on the rear bumper of his or her vehicle while competing.

1. WEIGHTS: including driver, race ready.

- A. Minimum Straight rail chassis weight is 2875lbs with a GM 602 factory sealed engine.
- B. Perimeter chassis weight is 2815# (See #10 for Perimeter Chassis requirements)
- C. 60.0% maximum left side weight at all times without refueling.
- D. Method of determining post-race total weight will be at the discretion of Officials. Officials may utilize "1 lb. per lap" burn-off for post-race total weight rules.
- E. All lead weights must be painted white, with the car number painted on each individual piece. All lead weights must be securely fastened. Lead Inspection will be part of post-race tech and if a piece of lead is not properly painted white with car number in black marked on all sides, the driver will receive a \$500.00 fine on 1st offense and will be an automatic disqualification on the 2nd offense. Any lost weight will result in a \$25 per pound fine to the Driver. No Tungsten or similar weight allowed!
- F. Added weight must be bolted securely to frame rails and cannot be used as panning or aero advantage.

2. ENGINE:

- A. **GM 602 Crate Engine Only**, no alterations from factory and GM sealed with new bottle cap style seals. You may run after market valve springs, but they must be the same spring pressures as OEM. Per GM Yellow Book 80# (+/- 4#'s) @ 1.70" installed height and 195# (+/- 8#) @ 1.270" open height. OEM dimension retainers and keepers. Must run GM factory stamped steel 1.5 rocker arm.
- B. **Effective 1/1/2026, teams will be allowed to make top-end repairs to the 602 crate engines. The repaired components must comply with the OEM specifications and GM Yellow Book. Please note the ability to repair Crate 602 engines is in effort to assist the racers and we will respond accordingly to any manipulation of this ability. Removal of any timing chain or oil pan factory GM bottle cap seals on the crate 602 engines will deem those engines out of compliance and illegal for competition for the All American Speedway Limited Late Model division.**
- C. **Competitors must notify CTW of any top-end engine repairs prior to having them completed. All top-end repairs must be done by a SEAL engine rebuilder. The SEAL engine rebuilder must affix their (SEAL) seals upon the completion of these repairs.**

- D. An additional 25 lbs. will be added to the total weight if any Factory GM Bottle Cap seals are **removed from the top-end of any Crate 602 engine competing in All American Speedway LLM (I.E. Straight rail chassis with a repaired 602 engine must weigh a minimum of 2900).**
- E. Maximum engine setback is 6". Measured from the center of the number one spark plug hole to the center of the upper ball joint.
- F. Any single 4bbl carburetor will be permitted with a maximum of 1-inch spacer. Mechanical fuel pumps in stock location.
- G. Cars must run a maximum 6,200 RPM rev limit It is mandatory to run FAST/Crane Ignition System part # 6000-6701 or 'JMS – Daytona Sensors' part # 6000-6701K as produced on original mounting plate on passenger side of car with dials pointed to right side of car. The Quick Car #50-2053 or the Nelson Specialties spec wiring harness is mandatory. The spec wiring harness cannot be altered or changed in any way.
- H. All wires to the distributor must be run separately and not be part of a bigger wiring harness. All wiring must be sealed with no unplugged wires.
- I. No Traction Control Devices of any kind - If any 'traction control' device is found, the driver and owner will be disqualified from the event, the car will be confiscated until a \$10,000 fine is paid.
- J. No Data Acquisition equipment/wiring is allowed in the car on officially recognized race or practice days.
- K. Digital dashes will not be permitted but digital gauges are permitted.
- L. Cellphones, smart watches or Bluetooth devices will not be allowed in racecar at any time during tech, practice, qualifying or race, the driver will receive a \$500.00 fine.

3. BODY AND CHASSIS:

- A. Any traditional late model type perimeter or straight rail chassis is allowed. Body must be a factory stock Five Star or AR pavement style body (no mixing of brands) and must be mounted in a stock manner as it was intended from the manufacturer, no extra panels may be used to extend the body in any way, hood must cover the air cleaner with no holes other than standard ABC opening (2.5" x 20") at the base of the windshield, complete rear bumper cover must be used with no holes drilled in it, no extra material may be removed from the rear bumper cover, rear spoiler must be mounted in the stock location. Maximum front overhang is 46.5". Maximum quarter panel height is 34.5" and 34 7/8" center, checked with driver in. Maximum rear overhang is 47". Bodies that appear to be altered will be subject to templates.
- B. The 64 1/2" spoiler approval for the Five Star ABC NEXTGEN body.
- C. Straight Rail cars maximum drivers tub length is 52 1/2" and the maximum width of frame is 53 1/2". No under car panning outside of frame rails and no further than drivers' tub front or rear at the bottom of the frame.
- D. No under body air deflectors, panning or wings of any kind. Roof rails and passenger windows will not be permitted. 12-inch vent windows with a maximum of 1" deflection will be required and must go 90 degrees from the top of the door up to the A-post.
- E. No fans, ducts or hoses to the rear brakes, no holes or hoses are allowed through the interior sheet metal.
- F. Ride height rule; all cars must be able to get on and off the inspection scales without the use of any extra ramps or boards and the car must not drag on the scales, if your car drags on the scales, you will not pass tech and will be forced to return to your pit area for corrections.
- G. 6 1/2" x 60" rear spoiler only, must be centered on the rear bumper cover with no offset in any direction with a 1/2" gap in the center. Maximum of (6) six rod style spoiler supports permitted on the rear of the spoiler only. It is mandatory that the upper 2/3's of the spoiler be made of "clear" Lexan.
- H. If exhaust exits through the door, it must be configured to series standards and meet DBA limits for series and track. **When competing at Roseville's All-American Speedway we must follow their 'Exhaust system and noise requirements' – No side exit exhaust and max 90 DBA.**
- I. Air may not be blown or forced onto the tire or bead. Air may only be directed to the brake rotors. The duct work between the nose and the radiator may be no wider than the frame rails.
- J. Only one NACA duct in left or right quarter window for helmet blower only will be permitted. No reverse NACA ducts.
- K. Interiors must be steel or aluminum only.
- L. Bumper bars and right-side door bars must be a minimum of .065 x 1 1/4 inch steel tubing.
- M. No Carbon Fiber radiator ductwork, rotors, drive lines, driveshafts, chassis supports or clutches.
- N. One (1) mechanical brake pressure proportioning system to adjust brake bias will be permitted. Electronic or remote-control devices will not be permitted.
- O. No hollowed-out bolts of any kind are allowed.
- P. No titanium, Inconel, exotic materials, parts, or components allowed anywhere on racecar or the engine unless specified in the rules.

4. SUSPENSION AND SHOCKS:

- A. Minimum wheelbase is 101" and difference from left to right may not exceed 1/2 inch.
- B. Any one shock per wheel, no remote adjusters or reservoirs of any kind may be used on shock.
- C. REAR SUSPENSION – No fifth (5th) coil, torque arm or lift bar suspensions will be permitted. No birdcage set-ups of any kind (3 or 4 link). Trailing arms must mount to rear end and chassis in a solid fashion (heim allowed) and no part of the trailing arm mounting may freely rotate around the rear end or move.
- D. No independent rear suspension.
- E. Driveshaft must be painted white. Two drive-shaft hoops are required. No carbon fiber driveshafts are allowed.
- F. Rear end ring gears must be a minimum diameter of 8 inches.

5. FUEL AND FUEL CELL:

- A. Spec fuel is Sunoco 110 race fuel only. Fuel samples may be taken at any time and tested. Alcohol, nitromethane, nitrous oxide, other oxygenating agents, other additives and/or fuels that contain masking agents or oxygen are not permitted. Street-use pump gas is not allowed. Use of such substances or additives will result in immediate disqualification. A variation of more than +/-0.3 in the Dielectric Constant (DC) reading from Sunoco 110 will be illegal. No icing or cooling of fuel system.
- B. A fuel cell will be mandatory with a 22-gallon (U.S.) maximum and a minimum height of 8" with the car on 4" blocks. Fuel cell must be equipped with at least two (2) protective straps completely around the cell. Fuel cells must be mounted securely behind the rear axle of the car. Cars must have a minimum 1/16" steel plate, or similar strength aluminum plate, between fuel cell and rear end. A similar plate at the rear of the fuel cell is recommended. All cars must have safety bar at the rear of the fuel cell. All fuel cell configurations must include a rubber type cell in a steel container.
- C. No "U" Shaped fuel cells will be permitted.
- D. All cars must have an OBERG or SRI fuel shut off at the point where the fuel exits the cell and after fuel filter.

6. TIRES AND WHEELS:

- A. Maximum track width of 67-1/2" inches measured center of tire to center of tire. (Same as Referee 65.5").
- B. Cars Tour approved Hoosier tire on 8" steel wheels only with steel studs and steel lug nuts.
- C. Race tires must be purchased at track for events. Remain in impound until released by officials.
- D. No tire bleeders are allowed.
- E. Tires may not be cut, soaked or altered in any way (minimum of \$1,000 fine).
- F. Competitors must start the race on the tires they qualified with.

7. SAFETY:

- A. Currently dated SFI or FIA seat belts and double shoulder harness and a crotch strap is required.
- B. A full-face helmet required with a 2015- 2020 or newer Snell sticker.
- C. SFI or FIA rated full driving suit, gloves and shoes for fire protection mandatory, SFI undergarments are recommended.
- D. Driver's window must be equipped with a safety net with current dated SFI tag and quick release latch of minimum size 22" wide by 16" high. Resilient padding must be installed anywhere the driver can reach on roll bars.
- E. An onboard charged Fire System is mandatory.
- F. Approved SFI or FIA Head and Neck Restraint System is mandatory.
- G. Professional manufactured aluminum racing seats with a SFI rating is highly recommended. The Kenny's Components JL1 seats are approved if bolted in 6 locations with a minimum of 3/8 bolts, but any other carbon fiber seat must have prior approval and may be required to have a minimum SFI rating of 39.2.
- H. All teams must always have a 10lbs fire extinguisher in their pit.
- I. All cars must have a clearly marked electrical cut off switch easily accessible to the safety crew. Batteries must be securely mounted outside of the driver's compartment.
- J. 1/16" steel side plate in driver's door is mandatory.
- K. Roll cage must be constructed of 1 3/4" o.d. steel x.090 round tubing, the main frame and clips from the radiator area to behind the fuel cell must be made of steel, main frame must be minimum 2"x3" rectangular steel.

8. TRANSPONDERS:

- A. All competitors must have timing transponders on their car for the entire program including practice. Available at event.
- B. All Transponders must be mounted 14'ft 2" inches from front edge of the nose and on outside of right-side frame rail.

9. RADIO AND CAMERAS

- A. Two-way radio communication between drivers and spotters for each team is always required for all competitors while on track. It is mandatory for each spotter to have a dedicated stand-alone radio to always monitor Race Control.
- B. No electronic recording devices are allowed in or on the car, cameras inside car may be approved but the series has the right to view or download any video at any time.

10. FRAME REQUIREMENTS:

- A. Straight Frame Rail cars roll cage will follow the U.L.R.A. guidelines, built to approved standards.
- B. Perimeter Frame – Specification:
 - 1. The minimum distance from outside to outside of frame rails is 57 inches.
 - 2. The front and rear main roll cage bars must be welded perpendicular to the top of the right and left frame rails, rising vertically.
 - 3. Roof Bar – the center-to-center width of the roof bar (halo) must be a minimum of 40 inches (left to right), and a minimum distance of 30 inches (front to rear).