



2024 Wild West Super Series

Super Late Model Technical Rules

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. 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.

1.0-Drivers in this division must be at least 14 years old. 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.

2.0 Body 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 mounted in stock manner as intended by manufacturer, no extra panels may be used to extend body in any way. Hood must cover the air cleaner with no other holes other than small opening at the window for air to carburetor. Complete rear bumper cover must be used with no holes drilled in it and no extra material removed. Rear spoiler 6.5" x 60" centered on rear bumper cover. A post window allowed 12" and 90 degrees from door to a post with 1" max bulge..

3.0 Weight All vehicles shall be weighed prior to qualifying, main events or any time.

3.1 All 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 ½" bolts or secured inside weight boxes. No weight blocks inside the drivers compartment.

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

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|--|----------------------------------|
| 1. All cars running GM sealed approved 602 crate motor | 2700lbs 60% left 6200 rpm chip |
| 2. All cars running the GM sealed approved 604 crate motor | 2800 lbs.58% left 6600 rpm |
| 3. All other wet sump engine combinations | 2850lbs. 58% left 7800 rpm |
| 4. Dry sump engines | 2900 lbs. 58% left 7800 rpm chip |

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

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

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

4.3 Track width will be measured sidewall to sidewall bulge, at spindle height, in the front 80 ½" 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.

5.2 A collapsible steering column is mandatory. A quick disconnect and 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 One shock per wheel, aluminum or steel ok. No driver adjustable or remote adjustable shocks allowed.

5.6 Solid link rear suspension only.

6.0 Brakes & Hubs

6.1 Must 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 on right. 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 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 C1525 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 racing SFI rated fuel cell and steel can must be used and mounted in accordance with typical industry standards. Must be mounted a minimum of 8" off the ground (with chassis on 4" blocks). 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 Electrical

9.1 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.

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. Any magnetic steel axles only. A 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.

12.0 Wheels and Tires

12.1 One set of tires allowed on race day. You must practice, qualify and race on that set. Before practice an official will mark your 4 tires for the event.

12.2 Hoosier ST1 (Lefts) and ST2 (Rights) - Tires are the approved tires. No tire soaking allowed.

12.2 Maximum 10" wide steel racing wheels.

13.0 Safety .A professional aluminum made for racing seat is required. Shoulder, head, and leg supports are strongly recommended on all seats. No plastic or fiberglass seats will be allowed. The seat must be securely mounted to the chassis.

13.1 SFI 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. Seat belts must have current in date SFI tag.

13.2 Snell approved SA2015 or SA2020 full face racing helmet is required. Nomex head sock is strongly recommended.

13.3 A Hans other similar SFI approved head and neck restraint is required to be worn at all times while on the track.

13.4 SFI certified racing suit is required for all drivers at all times on the track. SFI rated gloves and shoes are required. Fire retardant long underwear is highly recommended.

13.5 An 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.

13.6 Ribbon style window net is required on the driver's side window. Must be securely fastened to the top door bar at the bottom and have a quick release latch at the top.

13.7 Two-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.

13.8 Transponders are required and must be mounted on the right rear frame rail.