



Limited Late Model 2025 RULES AND REGULATIONS

The interpretation and application of all rules contained herein, as well as, all amendments, supplements and revisions that may be implemented shall be at the sole discretion of The Anderson Speedway Committee and will be final and binding.

The Rules and Regulations set forth herein are designed to provide drivers and crew members with a safe, clean and competitive racing atmosphere. Every attempt will be made to control the costs of racing within reason. It is your responsibility to read and understand the rules and abide by them. Assuring that your equipment, your car and your personal safety habits are up to standard.

All Rules and Regulations apply to each and every driver, mechanic and/or pit personnel. Every driver, mechanic and/or pit personnel are expected to read and understand rules set forth. If you have any questions, please use info@southeasttrucks.net for all your questions. All inquiries will be answered within a reasonable amount of time.

These rules are subject to change to ensure fairness in competition. Any car that does not conform to all Rules may be allowed to compete with a weight penalty levied by AMS Tech Official. This will be done at the discretion of AMS Officials.



ON TRACK INCIDENT PROCEDURE

This procedure has been posted as a separate rule\procedure for the safety of all the Driver's and Crew Members. Please be sure to read, understand and abide by the following rule\procedure. Failure to abide by said rule could result in disciplinary action at the discretion of the Race\Competition Director.

During any race event, if a race car is involved in an on-track incident and/or is stopped on or near the racing surface and is unable to continue to make forward progress, the Driver should take the following steps. ONLY under extenuating emergency conditions with the race car (i.e. fire or smoke in the cockpit) should a Driver ever exit the race car. It is mandatory that you stay in the race car until otherwise directed by Safety Personnel or until the race car and Driver has been taken to their own pit area.

If uninjured, shut off electrical power and lower the window net.

DO NOT loosen, disconnect or remove any Driver personal safety equipment until directed by Safety Personnel or Track Official.

After being directed to exit the race car, the Driver should proceed to either the EMT or as otherwise directed by Safety Personnel or Track Official.

Mandatory, at NO time should a Driver or Crew Member approach any portion of the racing surface or apron.

At NO time should a Driver or Crew Member approach another moving vehicle.

All vehicles not involved in the incident or that are able to proceed with forward progress should proceed at a cautious speed. Use extreme care as they approach the on-track incident scene and follow any/all directions given by Safety Personnel or Track Officials. Cars in line behind the Safety car should be single file and should NOT weave or otherwise stray from the line in the vicinity of the incident.

We will qualify for a position in all events.



GENERAL RULES

- 1 The driver will be the sole spokesperson and responsible for their car and team members in any and all matters pertaining to the series. At all events the driver assumes responsibility for the actions/conduct of all team members, whether they are in the pits or in the grandstand area spotting. Verbal abuse, cursing or other threatening actions will result in the ejection of the violator and possible disqualification of the car associated with the violator. Physical abuse will result in the ejection and possible arrest of the violator. The driver is responsible for any unpaid fines for crew members. Any participant that has outstanding fines will not be allowed to attend any Anderson Motor Speedway/Limited event until fines are paid.
- 3 It is mandatory that all drivers/spotters attend the drivers meetings. Failure to attend will result in starting in the rear of the field. There will be a roll call.
- 4 Notice must be given to the Race Director and Series Administrator of any driver

- changes prior to the start of the event. No driver changes may be allowed once the event has been started. Failure to report any driver changes will result in disqualification and no points or monies will be awarded for that event.
- 5 Notice must be given to the Competition Director and Series Administrator of any motor combination changes prior to the start of the event.
Failure to report any motor combination changes could result in possible loss of contingency awards, points and/or monies to be awarded for that event.
- 6 When a driver refuses to participate because of a dispute with the rules, length, type or style of the race, the driver will be subject to suspension for a period determined by the Race Director.
- 7 Anyone injured during the course of the event must notify the Series Administrator.
The injured must provide all required information prior to leaving the premises on that date in order to be eligible for any insurance benefits.
- 8 The possession, consumption or distribution of ANY alcoholic beverage or controlled substance at any time while in the pit area is strictly prohibited. Any drivers or crew members found using or possessing alcohol or controlled substances will be ejected from the event and suspended for the remainder of the season.
- 9 No weapons, concealed or otherwise, are allowed at any time. The display of any type of weapon or threat of bodily harm will result in permanent suspension for the entire race team and will result in the arrest of all parties involved.
- 10 All drivers must provide a W-9 form and a Driver Profile to the Series Administrator.
Both must be on file before qualifying in order to receive pay for that event.
Prize money for support classes not collected on race night may be picked up at the next scheduled race event. We will not be mailing any money.
- 11 Race/Competition Director reserves the right to enforce, update, revise or cancel any of the rules stated herein for the betterment of the Series.
- 12 AMS demands courteous conduct from all participants
at all times. The Series will not tolerate profanity in front of race fans, Officials or Management. The Series will not tolerate profane signs on your car and/or clothes. Professional behavior and representation by all teams is required by tracks hosting our events. The Series will also not tolerate slander to the Series or any of its Officials at any time. This will also apply to Social Media or otherwise. Slander will cost you either points and/or monies or could subject you to fines and/or suspension. The severity of the situation will dictate disciplinary action and this will be decided upon by the Series Board.
- 13 We will have contingency sponsors this season. In order to qualify for **ANY** products or money, you will be required to post **ALL** decals on the car at each race event. Decal packages will be an all-on-one sheet and must be posted right behind the front tires on the fender/door. It is your responsibility to keep **ALL** these decal packages as a whole complete set and on your car to be eligible for **ANY** of the contingency awards. If you need replacement decals, please see Diane at the Series trailer.
- 14 The Series requires each race car to display the make of vehicle by way of decals on the front nose piece. Whatever make of vehicle you claim on your paperwork must match the decal package on your nose piece. Should you elect to change the make of vehicle, you must notify the Series Administrator of your change. Failure to report said change, could result in loss of contingency awards, points and/or monies.
- 15 Any questions that you may have must come through one of the following avenues.
Either the AMS Facebook Messenger or look on the webpage for the email address of the person you need. All inquiries will be answered within a reasonable amount of time.
- 16 No one under 12 years of age will be eligible to compete in the Limited division.
- 17 If you are 12-18 years of age, you must have appropriate parental consent forms signed by both parents/guardians and notarized. See Series Administrator for forms. Minors must have qualified references to be eligible to participate. You may also be asked by the Race Director to perform a certification test. This would be at the discretion of the Race Director. The Driver could be subject to pay a certification fee of \$100.00.

18 The above said rules have been set by the AMS Committee.

Each race facility will also have rules in place. Please make yourself and your team aware of any and all rules set by each race facility we visit. These would be rules pertaining to scheduling and what will be tolerated at their facility. Basic Conduct Rules and Procedures will apply to us as we visit each track. We are their guests and we all need to be aware of our conduct and manners. Let's make a great impression at each event so that we are welcome to come back.

19 Notice must be given to the Competition Director of any changes made to a car that would result in a weight difference based upon original information turned in on Driver Info form. Changes pertaining to engine type, overbore of the engine and wheelbase. Notice must be given to the Series Administrator upon race registration. Failure to report changes will result in disqualification and no points or monies will be awarded for that event.

20 All Drivers are required to fill out necessary paperwork before being eligible to participate in any Limited division race event. This would include Driver Info, W-9, Driver and Crew Chief License, Rookie qualification, Parental Consent and Race Entry/Transponder Rental forms. All fees must be paid in full before being eligible to participate in any Anderson Motor Speedway event.

The above said rules have been set by the AMS Committee. All rules are subject to change by the Committee at any time, but drivers will be notified of any changes.



SAFETY RULES

1 Antifreeze - Any car caught running antifreeze will be fined \$100.00

2 **Seats and Seat Belts** - Each truck must be fitted with a SFI approved seat and safety release harness (***SFI approved Belts ONLY - no more than 5 yrs. old-label must be visible***) . Minimum 2" shoulder harness width and 3" lap belt width. Harness must come from behind the driver and all belts must be securely fastened to the roll cage. No homemade seats are permitted. All seats and harnesses must pass the Race/Competition Director's inspection.

3 **Helmets** - Each driver is required to wear a full-face helmet any time the race truck has entered onto the racing surface. ***It is mandatory that all helmets conform to Snell SA 2010 Standards for Protective Headgear as they apply to competitive automotive sports and have a sticker visible for inspection.*** NO motorcycle helmets!!! ***The Anderson Motor Speedway Series recommends that Drivers use the Head and Neck Restraint device.***

4 **Driving Suits** - Full coverage (covering the body from neck to ankle) driving suits are mandatory. 1 or 2 piece fire retardant suits of Nomex or equivalent materials are mandatory. Double layer or more is highly recommended. ***Fire suits must be labeled as "Fire Retardant"***. Fire retardant gloves, socks, shoes and undergarments are strongly recommended. A full fire suit and helmet must be worn at any and all times the truck is on the racing surface. No Exceptions!

5 **Fire Extinguishers** - Each car must be equipped with a fully charged fire extinguisher that has been approved by the Race/Competition Director. NO Exceptions! It must be mounted within easy reach of the driver. Extinguishers must be properly installed with

appropriate metal brackets and screws. The extinguisher must be in proper working condition and have a functioning readable gauge. On board fire systems are highly recommended.

- 6 **Window and Nets** - All cars must have front and rear window shields.
All cars must have a safety net covering the drivers door window area and the net must be secured in place at all times the car is on the racing surface. Window net must have an SFI tag. No exceptions! NO fish type nets are allowed.
- 7 **Roll Bars** - Anderson Motor Speedway Series approved full roll cage is required. ***It is required that roll bars within the Driver's reach be padded with material (SFI-45.1) designed for roll bar use.*** Pipe insulation will not be allowed. All roll cages must pass safety inspection done by the Race/Competition Director prior to being allowed to compete in an event.
- 8 **Fuel Cells** - A fuel cell is mandatory in all cars. The fuel cell must include a puncture resistant bladder, internal form filler and be installed in a minimum 18 gauge (.047 inch) steel container. No additional or separate fuel container will be allowed. No electric fuel pumps are allowed.
Fuel cells will be approved at the discretion of the Competition Director.
- 9 **Battery** - Battery may not be installed within the driver's compartment.
Battery must be securely bolted down .
- 10 No person is allowed to ride on the outside of any race car at any time.
- 11 **Car Inspection** - All cars are subject to a safety inspection at any time prior to taking part in any event. If the Race/Competition Director deems a car has not met all safety guidelines, that car will not be allowed to compete until all infractions have been corrected. It is the responsibility of the driver, car owner and crew members, to have the car free of mechanical defects, in a safe racing condition and properly inspected prior to an event.

The above said rules have been set by the Southeast Super Truck Series Committee. All rules are subject to change by the Committee at any time, but drivers will be notified of any changes.



PIT RULES

- 1 Any fighting or reckless driving in the pit area or on the race track will subject the offender to suspension. The seriousness of the incident will be determined by the Race Director. Any other offenses from the said individual will result in fines, suspension or both from AMS.
- 2 Any person entering into a pit area other than their own where a disturbance of any kind occurs will be considered to be at fault. Stay on your own with your own!
- 3 Fighting will not be tolerated anywhere on the speedway grounds or access roads, no matter what the provocation. Rough driving, swearing, obscene language and/or

gestures will not be tolerated and will be regarded as unsportsmanlike conduct and subject to disciplinary action. If fighting should occur, both parties and/or crew will be subject to immediate ejection.

4 Pit Road Speed will be monitored. During practice, the 1st offense will be a Verbal Warning. The 2nd offense will end your practice for the day. For the race event, 1st offense will be Verbal Warning and 2nd offense will result in losing a lap. Your 3rd offense will end your race for the night.

5 When in the pit area, maintain a constant watch for your own protection. Drivers and/or crew members operating race cars in the pit area shall do so maintaining a safe speed. You will follow the traffic pattern set forth by the Race Director. Failure to comply will result in disciplinary action set forth by the Race Director.

6 All drivers must line up their cars in the staging area designated by the Race Director immediately when asked. Anyone who fails to comply in a timely manner is subject to starting in the rear of the field.

7 No weapons, concealed or otherwise, are allowed at any time. The display of any type of weapon or threat of bodily harm will result in permanent suspension for the entire race team and will result in the arrest of all parties involved.

The above said rules have been set by the AMS Committee. All rules are subject to change by the Committee at any time, but drivers will be notified of any changes.



FLAG RULES

1 Any driver who does not obey the flag rules will be subject to lap penalties, time penalties, disqualification and/or fine.

2 Green Flag:

Displayed to start the race. CARS MUST RETAIN POSITION UNTIL THE GREEN FLAG IS DISPLAYED.

On restarts only, the green flag will be displayed simultaneously as the yellow light goes out and the race will resume.

For all starts and restarts, passing to the left before the start/finish line is prohibited.

3 Yellow Flag:

Signifies caution and this flag will be given by the Flagman. Cars must slow down to a CAUTIOUS PACE and HOLD POSITION until the green flag is once again displayed.

4 Red Flag:

Danger. Stop as quickly as possible, regardless of position of cars on track or until otherwise instructed by a Race Official.

5 Black Flag:

Pull off track immediately into the pit area for a consultation with a track official.

Failure to obey black flag will result in disqualification of the car, suspension and/or

fine.

6 Blue/Yellow Flag:

Move over the flag. Signifies that faster traffic is overtaking cars being given the flag. Cars given this flag should be prepared to yield to overtaking traffic and move to the inside of the race track.

7 White Flag:

One lap to go. When this flag is displayed, it means that the leader has started the last lap.

8 Checkered Flag:

End of race. When the leader is given the checkered flag, the balance of the field receives the checkered flag in the same lap.



RACE PROCEDURES

- 1 Check your Schedule of Events. Be aware of where you need to be and at what time. All schedules are subject to change depending on the Management of the track visited. Drivers will be notified of any changes that are made.
- 2 It is mandatory that all drivers/crew chiefs/spotters attend the drivers meetings. Failure to attend may result in starting from the rear of the field. There will be a roll call.
- 3 According to the posted race day schedule, if you are late for any required event pertaining to that schedule, penalties may be applied.
- 4 All cars participating in a Limited event must have a spotter.
All spotters will be required to wear the number of the car they are spotting, easily recognizable from behind. All cars/spotters must have working 2-way radios.
- 5 All spotters will be assembled in a designated area in the grandstands for the race. It is the spotters responsibility to be in the designated area prior to race start. Any car that does not have a spotter in the designated area will not be allowed to race. It is the drivers responsibility to designate a spotter for their car. Roll will be taken.
- 7 The pole position car will bring the field from the designated staging area to the front stretch where driver introductions will be made.
- 8 Each event will begin with five warm up laps. The flagman will always start the race. 9
Leader must complete one green flag lap before it is considered to be an official start.

If the yellow or red flag comes out before the first official lap is completed, cars will return to their original starting position. The only exception would be car/s involved in bringing out the yellow. Those cars will restart from the rear of the field.
- 10 For all starts and restarts, passing to the left before the start/finish line is prohibited.

The only exception will be if the car in front of you fails to accelerate due to a mechanical issue. At that point, you will be allowed to pass in order to avoid an accident.

All starts will be determined as a good start by the Race Director. Should it not be deemed a good start, you will be notified by your spotter.

11 On all starts and restarts, jumping the flag is prohibited. One warning will be issued, a second offense will result in being placed in the rear of the field.

12 All restarts will be double file. The leader will set a reasonable pace for all restarts.

There will be NO brake checking throughout the field. Driver/s will be given only one warning and on next occurrence Driver/s will be black flagged and will restart from the rear of the field.

The Leader will have the option of choosing inside or outside lanes for restarts.

13 Drivers WILL NOT race back to the flag when a yellow condition is displayed. Slow your pace as soon as your spotter and/or you see the yellow has been displayed.

14 Under yellow conditions, cars will restart in order of the last green flag lap completed according to official scoring. Cars involved with bringing out the yellow condition will restart from the rear of the field. If driver should dispute the starting position given, the Driver must pull to the side of the car where they feel they should be restarting. Remain there until a decision is made by the Race Director. It is the Drivers responsibility to make Officials aware that the starting lineup is in question. Make sure you do this before the one to go signal has been displayed. Once displayed, your opportunity for change is not valid.

15 All cars that make any contact, as a result of an accident, will restart from the rear of the field. Any car/s involved in bringing out the yellow or red condition will restart from the rear of the field. Any car/s that spin out or stop without making contact, in an attempt to avoid an accident that has already brought out the yellow, will restart in the position they were running in on the last lap completed. This will be determined by official scoring and the Race Director. All car/s restarting from the rear because of a yellow condition will be lined up in the order they drive away from the accident.

16 When the leader takes white flag, the race is officially over. Anyone involved in the caution, will be scored at the tail end of the last lap completed. If you turn the leader on the last lap, you will be scored at the tail end of the last lap completed.

17 Any car stopping on the track, in an attempt to bring out a yellow condition, will restart from the rear of the field. Second occurrence, will result in the scoring card being pulled and no more laps will be counted or credited.

18 Any car spinning out or bringing out the yellow or red condition three times during an event will be parked for the remainder of that event.

19 Any car/s that spin out will restart from the rear of the field.

20 Caution laps do not count. Any car that goes into the pit area under yellow conditions, will restart at the tail of lead laps cars without losing a lap, provided the race has not been restarted.

21 All races with 10 or more cars will be a 75 lap race unless a special event

22 Slower cars will be given the move over flag. Cars that refuse to acknowledge the move over flag will be black flagged and given a stop and go penalty.

23 Anytime a lapped car makes contact with the lead car and causes the lead car to

wreck, the lead car and only the lead car will retain his position. Should the lead car need to pit, he forfeits that position to the second place car.

- 24 No deliberate beating, banging or rough driving will be tolerated. First offense will result in being moved to the rear of the field. Second offense will result in being black flagged to the pit area and held for one lap. Third offense will result in being parked for the remainder of the event. Incidents under caution conditions, will result in being parked for the remainder of the event and possible ejection from the premises.
- 25 Under red flag conditions, no one other than drivers, track Officials, EMT workers or AMS Officials are allowed on the track or past the pit wall. Drivers should stay in their cars unless directed otherwise. Cars caught on pit road under a red flag condition will not be penalized for working on their cars.
- 26 Under red conditions, cars on the track will remain on the track until directed by an Official that it is safe to move on to the pit area.
- 27 Drivers must remain with their cars anytime it is on the track and/or should require assistance from the wrecker service. Drivers must assist wrecker service as to where to hook your car and where your pit is located. Be courteous.
- 28 The Limited division will make three (3) attempts to finish under green. After the third attempt, the race will end and be scored based on the last official lap completed.
- 29 At the completion of each event, the race winner will report to the front stretch for interviews and photos. The second, third and fourth place car should report to the tech area along with the random pick of the night.
- 30 Once the winner is parked in victory lane, no one is to cross the wall before AMS Official is present and releases you to proceed.
- 31 As you continue on to either your pit area or the tech area, be aware of your speed and surroundings. DO NOT speed or spin out on pit road. There will be a lot of activity and people on pit road. There will only be one warning for this offense for the year and on the second occurrence you will be fined.
- 32 Only the top four and the random pick will be teched each event unless otherwise directed by the Race/Competition Director.
- 33 No drinks, tools or anything that was not already in the race vehicle during the race event will be allowed in the race vehicle as you go through post tech. If caught with anything inside a race vehicle that wasn't raced, you will be DQ'd.
- 34 Only the driver and 2 crew members will be allowed in the tech area at one time. The driver may substitute another crew member should he/she desire to leave tech momentarily.

The above said rules have been set by the AMS Committee. All rules are subject to change by the Committee at any time, but drivers will be notified of any changes.



PROTEST PROCEDURES

1 The AMS Speedway reserves the right to inspect any car at any time. It is the drivers responsibility to have the car available for inspection by the Anderson Motor Speedway Competition Director or any other appointed AMS Official.

2 Protests must be made in writing within twenty minutes of race completion and turned in to the Competition Director ONLY. All protests are CASH ONLY.

Protests must be filed by either the car owner or the driver ONLY.

3 NON-ACCEPTANCE OF A PROTEST by AMS: The protest may, at the discretion of the Competition Director, be declined if deemed to be malicious or spiteful. AMS Competition Director may also penalize the author of a protest deemed to be malicious, spiteful, or who otherwise acts in bad faith.

4 Protest fees must be turned into the Competition Director at the time the protest is filed. Protest fees are as follows:

5 Any parts and/or areas being protested or claimed will be overseen by AMS Official. The Series will allow the protester and one other person of their choice for inspection. No parts should be removed without AMS Official present and authorized. There will be no intentional destruction of any claimed and/or protested parts/items during removal process. If deemed intentional by AMS Official, result will be disqualification and no points or monies will be awarded. Parts will be confiscated.

Cylinder Head and Intake removal: \$500.00

Bottom end of engines will be an additional \$1500.00

Shock Claim Rule - you may claim up to 4 shocks per events - See "Shock Section".

Option 1: \$300.00 per shock....not including hardware.

Option 2: \$500.00 per shock....not including hardware.

Failure to sell shocks will result in lose of monies and points for that race.

Ignition Box Claim Rule: \$500.00

Cylinder Heads Claim Rule: \$2500.00 excluding rocker arms.

Transmission Claim Rule: \$3000.00 excluding shifter.

Carburetor Claim Rule: \$1500.00 excluding fuel log and carb. Stud (to be removed by AMS Official ONLY)

Cam Shaft Claim: \$500.00

6 Only the top five finishers will be eligible to participate in the protest procedure.

The car being protested must finish in front of the protester. Protester may only protest up to two positions in front of their own.

No more than two (2) items can be protested at one time.

Also, you may not protest more than two (2) consecutive weeks.

If the car is found to have an illegal part, it must be shown that the part has been removed before the start of the next race event.

AMS Officials reserve the right to refuse any protest and at any time.

7 While taking protested parts off, if the AMS Official finds any other illegal parts while getting to the protested part, this too will lead to disqualification. The protest will still continue to the protested part/s.

8 Only the protested driver and two assistants are allowed in the tear down area to assist with the inspection process.

9 Any car found to be illegal will forfeit all prize money and all points earned for that event. Any car that fails to tear down for inspection, either under regular post race tech or protest conditions, will forfeit all prize money and all points earned for that event.

10 The AMS Speedway reserves the right, in all events, to tear down the next car in position until a legal car is found. This will be at the discretion of the Competition Director.

11 All CLAIM RULES have the same requirements as Protest procedures. CASH ONLY at time of filing written protest and turned in to the Director of Competition within twenty minutes of race completion.

The above said rules have been set by the AMS Committee. All rules are subject to change by the Committee at any time, but drivers will be notified of any changes.



COMPETING MODELS

1 2004-2024 car models with wheelbase of 105-112 inches.

2 Tube chassis - Tread width of 64 1/2 inches +/- 1/2 inch at 4" frame height. 3

OEM front clip cars - Tread width 66 1/2 inches +/- 1/2 inch as raced.

CAR BODIES

1 Only stock/stock appearing aftermarket bodies allowed.

2 All cars must meet template specifications per LMSC rules.

3 Hood must fit to the windshield or cowl at all times and have sufficient

bracing. 4 Rocker panels may be fabricated, but may not be below frame rail.

5 No panning underside of the car. This will be at the discretion of the

Competition Director as to how panning as defined by NASCAR rulebook.

6 A-post deflector may be 8" long from corner of A-post to trailing edge. No bubble deflectors.

The rear edge must be vertical and square.

7 All hoses must be directed to the driver ONLY. No holes or hoses may be used to remove air from inside the truck.

8 Window net must be installed on the driver's side.

9 Roof height will be 48" measured 10" from the windshield while sitting on 4"

blocks. 10 Rear spoiler height will be 39" to ground while sitting on 4" blocks.

11 Spoiler may be 54" in width and 5" tall - maximum.

12 No added materials to quarter panels behind the rear wheels.

13 Rear bumper must be complete and fastened to the bumper bar. No cutting of bumper cover.

14 See NASCAR Late Model Rulebook for bumper length.

15 Make of vehicles must be displayed by way of nose decals.

The above said rules have been set by the AMS Committee. All rules are subject to change by the Committee at any time, but drivers will be notified of any changes.



ENGINE ALLOWED

1 602 CHEVY CRATE w/6600 chip - 3025 lbs total weight/1350 RS

602 will be allowed to run a stock 650 cfm carburetor. You may change jets,

power valves, acc. pump, etc. Engine must remain as it came from GM, except you may change the water pump and distributor. Same rebuild rules as 604

No less than 18 inches of vacuum will be permitted.

Rocker Arm GM part #19210724 and Adjuster Nut part #88961233 may be used.

Scorpion 1.5 Rocker Arm part #SCP1035 with matching Adjuster Nut may be used.

Option 1 - GM, Crane Cams, Comp Cams and Scorpion Rocker Arms may be 1.6.

No mixing of ratios. 3/8" stud ONLY.

PAC Valve Springs part #1210X-16 will be permitted.

2 603 CHEVY CRATE w/6600 chip - 3050 lbs total weight/1375 RS weight

604 CHEVY CRATE w/6600 chip - 3100 lbs total weight/1400 RS weight

603 will be allowed to run a stock 390 cfm LMS approved carburetor with 1" aluminum spacer plate ONLY.

604 will be allowed to run a 500 cfm XP or HP LMS approved carburetor.

604 will be allowed a .750" maximum adaptor plate...aluminum ONLY.

No more than 2 gaskets, not to exceed .065" thickness per gasket.

Engine must remain stock as per GM guidelines.

No less than 18 inches of vacuum will be permitted.

Option 1 - Rocker Arm GM part #19210724 and Adjuster Nut part #88961233 may be used.
used.

Option 2 - Scorpion 1.5 Rocker Arm part #SCP1035 with matching Adjuster Nut may be used. You may replace harmonic balancer with GM part #12551537

Competition Cams Valve Springs part #26975-16 will be permitted.
PAC Valve Springs part #1280X-16 will be permitted.

A .030 overbore has been approved for the 603 and 604 Crate engine.

The following Mahle pistons are AMS approved:

Mahle part #930127800 = standard bore.
Mahle part #930127802 = .002 over bore.
Mahle part #930127805 = .005 over bore.
Mahle part #930127808 = .008 over bore.
Mahle part #930127820 = .020 over bore.
Mahle part #930127830 = .030 over bore.

Total Seal Piston Rings part #CR6264 or part #CR6264-5 will be permitted.

Main and Rod Bearings may be replaced with standard "P" bearings with no coating, heat treating or narrowed.

SCAT rod may be used - part number 3-ICR5700P

All Crate engines may replace stock valves with Ferrea valves - part #F5001

Claim Rule will be \$2500.00 for cylinder heads, excluding rocker arms.

5 If at some time during the season you need to change the style of engine, it is the driver's responsibility to notify Brian Mace, Competition Director.

ENGINE LOCATION

1 Engines may be interchanged from one body manufacturer to another. 2

Type of engine determines location.

3 All Chevrolet engines must be centered in chassis +/- 1". The center of #1 spark plug must be in line with the left upper ball joint. Should be as raced.

4 Minimum of 12" crank height measured from the center of the crank pulley to the ground on all models. Will be checked on 4" blocks under frame rails.

The above said rules have been set by the AMS Committee. All rules are subject to change by the Committee at any time, but drivers will be notified of any changes.



CARBURETOR SPACERS

1 Holes must be centered and cut perpendicular with the base of the carburetor.
No tapers or bevels. Must have a 1/8 inch pipe plug fitting tapped into the right side of the adaptor/spacer plate. 1/8 inch pipe plug must be sealed with no holes in it. (This will allow AMS Official to check vacuum)
No less than 18 inches of vacuum will be permitted.

2 Only 2 gaskets allowed - 1 per side and maximum thickness of .065 each.

3 No adjustable spacers permitted.

4 .750" maximum aluminum spacers allowed on 350 and 500 carburetors. 5

1" max. metal spacer allowed on 390 and 650 carburetors.

CARBURETOR REWORK GUIDELINES

1 No polishing, grinding or machine work allowed on any part of the carburetor.

2 No alterations except choke hardware may be removed and all vacuum ports must be plugged. Base plate must not be altered in shape or size.

3 Boosters may not be altered in any manner. Including size, shape or height of model number.

4 Any attempt to pull outside air other than through the Venture is not permitted. 5

Carburetor must pass a light test.

6 All cars must have a throttle stop on the carburetor.

AIR CLEANERS

1 Round element with minimum of 12" and maximum of 14" allowed.

2 Front fascia may go halfway around the breather and only 4" in height.
May NOT be enclosed.

3 Top and bottom of the air cleaner must remain the same size.

4 Dry type paper elements may have a maximum height of 4" with minimum of 1 1/2". 5 No tubes, funnels or anything which may direct airflow will be permitted. 6

Base of air cleaner on 2 barrel carburetor may not extend higher than choke horn.

7 Base of air cleaner on 4 barrel carburetor may not extend more than 1 1/2" above mounting ring of carburetor or below throttle linkage.

8 No type of fire suppression around the carburetor. Must run fire suppression to the fuel pump area at the bottom of the engine.

9 No cold air boxes or air induction allowed.

10 Base of air cleaner must maintain a 1/4 inch clearance above throttle linkage.

11 It is required that the oil breather be safely wired to another object that will prevent the oil breathers from reaching the throttle linkage.

EXHAUST

1 Exhaust must exit past the driver out the right or left side door only.

2 Only 2 into 1 collectors allowed. No less than 3 inches at any point.

3 No stainless steel or Teflon coated headers will be allowed.
May be externally Blue Coated to prevent rust. No internal coating of any kind allowed.

4 Header wrap will only be permitted around the Driver's foot box.

5 Heat Deflectors will only be permitted between headers and clutch/brake master cylinders.

6 No stepped headers. No 180 degree or crossover headers allowed. No Tri-Y's.

The above said rules have been set by the AMS Committee. All rules are subject to change by the Committee at any time, but drivers will be notified of any changes.



CLUTCH

1 Any single, double or triple clutch allowed. Minimum of 5 1/2".

2 No carbon fiber clutches allowed.

TRANSMISSION, FLYWHEEL AND DRIVESHAFT

1 Two, three or four speed transmissions are allowed, but are required to have working reverse. OEM standard production ONLY.

- 2 No straight cut or machined gears allowed.
- 3 No lightened or polished gears allowed.
- 4 No automatics allowed.
- 5 No direct drive transmissions allowed.
- 6 Must run a steel flywheel.
- 7 Hydraulic clutch permitted.
- 8 Must have blow-proof bell housing.
- 9 Bottom of the bell housing may be cut.
- 10 Driveshaft may be steel or aluminum between 2 3/4" to 4" diameter.
- 11 No carbon fiber drive shaft allowed.
- 12 Driveshaft must be painted white or silver.
- 13 Must have 2 driveshaft loops.

Claim Rule will be \$3000.00 for transmission, excluding shifter.

See Claim\Protest Procedures for details.

REAR END

- 1 Rear ends must be either a floater or quick change.
- 2 Only a heavy duty quick change rear end allowed with a minimum end bell diameter of at least 12".
- 3 No cambered rear ends +/- .5 degree grace.
No more than 1 degree maximum - split left to right.
Bolt on snout allowed, but not adjustable.
- 4 No 3 piece drive plates. Only aluminum 1 piece drive plates allowed.
- 5 No skewed rear ends allowed. No more than 1/2 inch maximum difference measured from RF frame rail to RR frame rail measured at right height with string by AMS Official.
- 6 No aluminum tubes or yokes allowed.
- 7 No torque limiting devices allowed.
- 8 No titanium rear end parts allowed.
- 9 Only Lockers are permitted.
- 10 Both rear axles must be the same dimension inside and outside.
Length may vary.
- 11 No ball mill end axles.

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FRAME\ROLL CAGE

- 1 Be sure to check your frame heights at the shop. DO NOT let the chassis hit the scales! If chassis drags scale pads, you will be penalized at the discretion of the Comp Director.
- 2 Frame rails may be a minimum of 2" x 3" x .083 wall thickness between wheels.
- 3 Frames must be perimeter style on front and rear, with no offset.

No underslung frame rails on rear.

- 4 Chassis must not hit the racing surface or scales at any given time.
If sparking is deemed unsafe, you may be black flagged to the pit area to determine where spark/s are coming from and fixed. This will be at the discretion of the Race/Competition Director.
- 5 Cage must have at least 4 door bars on both sides and be centered on top of outside frame rails. Perimeter style ONLY.
- 6 All bars in the green house must be at least 1 3/4 x .090 tubing.
- 7 Driver's door bars must be covered by a steel plate with 1/8" minimum thickness.
The door plate must have access holes in all four (4) corners as a safety precaution.
Foot box must be protected by a roll bar and/or 3/16" plating.
- 8 Floorboards may be raised 10" for driveshaft and header clearance and must be sealed off. No boxed interiors.
- 9 Must have 1 3/4" x .083 windshield bar.
- 10 All bars within driver's reach must be padded.
- 11 Stock OEM front sub-frame with tubing frame connector allowed.
- 12 Stock OEM clip: Must have factory OEM mounting points for lower control arms.
May use aftermarket lowers.
- 13 A steel firewall must separate the driver from the engine compartment and fuel tank. No open holes allowed.
- 14 No crush panels allowed over 12".
- 15 The roof halo bar must be a minimum of 43 1/4" center to center.
- 16 **2023 Nascar rule book will be used for all roll cage measurements.**

SUSPENSION

- 1 Spring spacers or screw jacks may be used on the front and rear of cars.
- 2 OEM type steering box. Aftermarket tie rods, center link, idler and pitman arms allowed. No rack and pinion.
- 3 **Aftermarket spindles allowed. NO offset spindles will be allowed.**
- 4 Lower A-frames may be fabricated or be OEM and must be the same length on both sides.
- 5 Upper A-frames may be fabricated.
- 6 Front sway bars may be OEM or aftermarket. Mounting points may be aftermarket.
Maximum sway bar diameter of 1 3/4" OD with ends up to 1 3/4" OD. maximum.
Minimum sway bar arm length of 12".
- 7 Leaf springs, 3 link or truck arms are allowed on rear.
- 8 Steel rear lower trailing arms required.
- 9 No damper shocks allowed on top link or track bar allowed.
- 10 Adjustable lowering blocks allowed on leaf springs.
- 11 Trailing arms must have monoballs ONLY. NO rubber bushings allowed.
Must maintain a min. thickness of .117. NO spring loaded trailing arms.
Must have the same number of holes in both sides.
- 12 Aftermarket or OEM 5x5 design hubs allowed.
- 13 Wide 5 hubs allowed.

- 14 Track Bar maximum difference between left and right side heims, should be no more than 4 inches maximum on track bar as raced with driver in car.
- 15 Track Bar maximum difference no more than 1 1/2 inches in split measured in horizontal position. Measured center of heim joint to center of heim joint.
- 15 No spring loaded track bar allowed.
- 16 No beveled washers on the track bar allowed.
- 17 No chassis adjustments will be allowed to be made from inside the drivers compartment.
- 18 2023 Nascar rule book will be used for all chassis and suspension measurements.

SHOCKS & SPRINGS

- 1 One shock and spring per wheel.

2 Shock Options:

Option 1 - Afco 13 Series, Pro AC Series, QA1 62 Series and Integra 310-461XX Series.

The above will be the only shocks allowed to run.

Claim rule: \$300.00 per shock...not including hardware.

Option 2 - Any shock other than Option 1.

Shock may be rebuildable, but must remain non-adjustable.

NO remote canisters.

Must add 25lbs left/25lbs right = 50 lbs total.

Claim rule: \$500.00 per shock...not including hardware.

The shock absorber nitrogen gas pressure must not be less than 50 PSI or greater than 150 PSI. Gas pressure will be measured at ambient temperature (not to exceed 100 degree Fahrenheit) by temperature monitoring devices used by AMS Tech Official. Gas pressure will be checked with the shock absorber removed from the race vehicle and fully extended. After being charged, at any time, the shock absorbers must fully compress and fully extend the entire length of the shock absorber shaft without any type of mechanical assistance. After being charged, at any time, the front and rear shock absorbers must compress or extend a distance of 6 inches in a time span of 90 seconds or less with a 50 lb. weight attached to the AMS shock absorber measuring device.

- 3 To claim shocks, driver or car owner ONLY, must turn in a written claim to the Race/Competition Director within 5 minutes of race completion. Must have cash in hand. NO EXCEPTIONS. Same as protest procedures, can only claim forward 2 positions.

- 4 Failure to sell shocks will result in loss of monies and points for that race.

- 5 No bump stops permitted on shocks or chassis.

- 6 No composite leaf springs allowed.

7 No coil binding allowed. Coil binding as defined by Anderson Motor Speedway: limiting or stopping the travel. Will be checked by way of the following: Option 1 Gale Force Machine. Measurement will be taken by compressing the nose of the car to the ground. Take measurement of eyelet to eyelet, then load in a Gale Force machine and compressed to the same measurement. Must compress farther than the 1st measurement taken by 1/2 inch to be deemed legal.

Option 2 The car will be pulled up on a set of 1/2 inch boards. The nose will be compressed and must touch the ground to be deemed legal.

- 8 The front coil springs must be heavy-duty magnetic steel and must be constructed with closed ground coil end and one (1) open coil end. The closed end of the coil

spring should not have a gap larger than 1/8 inch. Grinding of the open coil should not be permitted beyond the first inch of the open coil and should not exceed 1/2 of the coil spring wire diameter.

9 All coils must be evenly spaced after the first coil on the closed end of the spring. All coils must be wound producing the same inside and outside coil diameter plus or minus (+/-) 1/8 inch. Open end of spring must touch the spring seat at least 270 degrees.

10 Progressive or digressive rate springs will not be permitted.

11 Only 1 spring rubber allowed per spring, not to exceed more than 1 turn on that spring.

12 Helper spring is allowed only on the right rear shock to keep spring in place. Cannot be used as a spring for travel. Helper spring must be fully compressed with static weight as raced.

13 Coilover springs minimum uncompressed height of 7".

Big springs minimum uncompressed height of 8 3/4".

The above said rules have been set by the AMS Committee. All rules are subject to change by the Committee at any time, but drivers will be notified of any changes.



BRAKES

1 Single piston steel/aluminum calipers allowed. Wilwood D52 Dual Pistons OK 2

All 4 of the wheel brakes must be in working order.

3 No titanium brake parts allowed.

4 No carbon fiber brake parts allowed.

5 Aftermarket brake and clutch pedals allowed.

Dual master cylinder allowed. Brake bias adjusters allowed in the drivers compartment.

6 No adjustable brake blowers. ONLY on/off allowed. Only one (1) per wheel allowed.
Only one (1) switch per axle.

7 All brake cooling parts, components and installation must be acceptable to the AMS Competition Director.

COOLING SYSTEM

1 Aluminum radiators permitted.

2 Internal or external cooler permitted.

3 Must have overflow turned onto windshield or run into overflow can. 4

No dumping of overflow behind rear wheels.

5 Duct work may not extend past the radiator and no wider than the nose opening or radiator width.

6 Electric fans permitted.

7 NO ANTIFREEZE

There will be a \$100.00 fine if caught with antifreeze in the engine.

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ELECTRICAL SYSTEM

- 1 Electronic or point type ignition system allowed.
- 2 No magnetos permitted.
- 3 Only a stock appearing coil is allowed.
- 4 Aftermarket distributors allowed on all engines.
- 5 Only a 12 volt battery system is allowed.
- 6 Only 1 ignition box allowed. No adjustable timing controls allowed.
- 7 The only ignition box allowed will be MSD 6ALN - Black or Red
- 8 All ignition boxes must be approved and sealed by the AMS Competition Director prior to qualifying tech.
- 9 CLAIM RULE: \$500.00 by any driver competing in the race.
- 10 To claim the ignition box, the driver or car owner ONLY, must turn in a written claim. Must have cash in hand. NO EXCEPTIONS.
- 11 Ignition box must be visible and out of drivers reach.
Connections must be wire tied together during race competition.
- 12 No open-ended wiring in the driver's compartment.
- 13 Tachometer must be able to unhook. No digital readouts.
Connections must be wire tied together during race competition.
- 14 Any type of traction devices are not allowed. No computerized systems are allowed at any time.
- 15 Battery may be mounted outside of the driver's compartment in a safe manner.
If inside the driver's compartment, it MUST have a cover around it and be mounted in a safe manner.
- 16 Battery disconnects must be mounted in the driver's compartment where safety personnel can reach easily and quickly.
- 17 Alternator may not exceed over 14.9 volts output.

FUEL AND FUEL SYSTEM

- 1 No mixing of additives or other fuels allowed.
- 2 Fuel must pass a chemical test at the discretion of the AMS Competition Director.
- 3 Fuel Cells are mandatory.
- 4 22 gallon maximum cell.
- 5 The only contents of all fuel cells will be fuel cell foam and fuel. No blocks,

spacers or any other foreign matter to take up space inside the cell.

6 Cells must be wrapped in a steel container.

7 8" fuel cell minimum height with driver in it.

8 Must have a minimum of 1/8" straps.

9 Fuel cell bar must extend past the fuel cell can by 1".

10 Each Competitor is required to purchase and run 10 gallons of Renegade race fuel per race in order to receive points and/or monies.

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WHEELS

1 Only steel wheels are permitted.

2 15" x 10" wheels ONLY.

3 Offset wheels permitted.

4 No bleeders allowed.

5 Wheels must be marked with the race team's number on them.

WEIGHT BALLAST

1 Must be painted with a car number on it.

2 Must be bolted securely and no less than 5 lb blocks.

3 Penalty of \$2.00 per pound for any lead lost on race track and loss of the lead. 4

No Tungsten allowed. If found, it will be confiscated.

5 No adjustable ballast.

6 All cars will be weighed with the Driver in the correct position.

WEIGHTS WITH DRIVER IN CAR

1 602 Crate w/650 cfm

carb. and 6600 chip 1350 right side

3025 total weight

2 603 Crate w/390 cfm

carb. and 6600 chip

3050 total weight 1375 right side

Part number 080583-1 4412 carb may be used per LMSC rules

3 604 Crate w/500 cfm

carb. and 6600 chip 3100 total weight 1400 right side

To ensure fairness in competition, weight may be added/subtracted at discretion of the AMS Competition Director.

A .030 overbore has been approved for the 602 and 603 and 604 Crate engines.

The only piston that is approved is the Mahle part #224-3497-030. Any motor changes must be turned into the Series Administrator before competing. Any discrepancies found between paperwork filled out by Driver and the teching of the

car will become subject to disqualification and all monies/points forfeited.

Fuel burn-off – one (1) pound per lap.

No adding of fuel/weight during pre-tech while on scales. Come race ready.

If you are light in weight, you will lose one lap of qualifying.

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TIRES

- 1 Competitors will be required to purchase tires at the racetrack the day of the event. No outside tires will be permitted to race.
- 2 You may buy as many practice tires as you need.
- 3 First race of the season, you will be required to purchase 4 tires.
- 4 Second race event and rest of season, you will only be able to buy 2 tires per race.
- 5 2 tires will be turned in after each race event to be used at the next race event.
- 6 If tires leave the racetrack, they are no longer race tires. Practice Tires ONLY.
- 7 If you have no previous RACE tires, you may purchase 2 scuffed tires from the race track.
- 8 Left side tires will be mounted for right sides for the next race event and you will be required to buy 2 new tires.
- 9 Tire serial numbers will be recorded and kept on record to keep tires from getting swapped. These tire serial numbers belong to the car ONLY.
No selling or swapping of tires between drivers/teams.
- 10 Anyone who is caught with wrong tires will lose all money and points for that race event and be subject to fines. This will not be tolerated.
- 11 No tire soaking permitted. If caught, you will lose all money and points for that race event and be subject to fines. This will not be tolerated.
- 12 Spare tires for the race will be marked by an AMS Official before the race. No tires will be changed during the race unless deemed flat or unsafe by an AMS Official. O
- 13 No Mulligan Rule...If you have a flat tire or tire deemed unsafe by the AMS Tire Official, you will be allowed a tire as before. It must be turned in to the AMS Tire Official within 20 minutes of race completion. There will be 12 tires in the scuff pile that have been scuffed by an AMS Official to get proper laps and speed for competition. There will be no scuffing of tires on race day except for those cars that did not complete the minimum required laps in the previous race. Tires will be numbered 1-12 and will be drawn by the competitor for the next event.
- 14 You may turn in all 4 tires without having to buy 2 new tires for the next race. If you have not run the minimum laps required in the previous race, you will be required to put laps on tires to meet requirements. These laps must be run at speeds deemed suitable for track location and the discretion of AMS Officials.
You will be required to have a transponder mounted to the car so AMS Officials can monitor and log lap times. This will ensure that everyone is running on equally worn tires.
- 15 In the event of twin races, AMS will continue to use the minimum lap requirements. If requirements are not met in the first race, you will be required to run remainder laps before race two (2) is run. AMS will allow ample time during intermission to get lap requirements met. It is your responsibility to check your lap count and notify the Competition Director. Please be ready to run these laps at intermission...we will not wait. In the event you're not able to make the intermission scuff, you may purchase 2 scuffs from the AMS tire truck. Please see the AMS Competition Director if this is the route you need to take.
- 16 Any new competitor that does not have tires already in impound, will be required to

purchase 2 new tires and 2 scuffed tires. These may be purchased at the track on the day of the event.

17 All competitors are required to purchase tires in order to receive points and/or monies for that race event. NO OUTSIDE TIRES WILL BE PERMITTED.

18 NO nitrogen tanks will be permitted for use of airing/sizing of tires. NO nitrogen tanks will be permitted in the pit area.

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