

**Appalachian Mountain Speedweek  
Technical Bulletin 12-01  
Release May 4th, 2012**

**BODIES**

- A. All cars must have a minimum of one inch (1") and a maximum of two (2") inches of roll at top of fenders, doors, and quarter panels. A sharp edge or angle will not be permitted. Body roll must go from sides over interior, not interior over sides.
- B. Driver's seat must remain on the left side of the drive line.
- C. No fins or raised lips of any kind are permitted anywhere along the entire length of the car.
- D. Bodyline must be a smooth even line from front to rear.
- E. No "slope noses" or "wedge cars" permitted. Noses must be stock appearing, subject to Series template.
- F. No "belly pans" or any type of enclosure on bottom of cars will be permitted. Skid plate to protect oil pan is permitted.
- G. All body panels must be solid. No holes, slots, or air gaps are permitted.
- H. No panels of any kind under the rear deck running from the front to the rear of the car. Bracing from fuel cell top from front to rear is legal.

**INTERIORS**

- A. Interior is permitted to be dropped to the middle of the car a maximum of three inches (3") below the top of doors and a minimum of twelve inches (12") below the roll cage.
- B. Interior must gradually taper up to the quarter panel height and be level for thirty-two inches (32") from the rear of the quarter panel.
- C. Interior must be fastened flush at the top of the door and quarter panels and must taper gradually towards the center of the car not creating a "lip effect".
- D. Interior must run in a straight line from behind the drivers' seat to the rear spoiler.
- E. If interior is flat through the car, it must maintain a twelve-inch (12") clearance from roll cage for easy exiting from either side of the car.
- F. Rear Deck Height should be 37" from ground to deck at bottom of spoiler.  
***(We will allow a 2" tolerance up to 39". If the measurement is 39.001" you will have to lower your deck height to compete)***

**SPOILER**

- A. Rear spoiler must be manufactured of material of adequate strength such as Lexan or Aluminum.
- B. Rear spoiler material maximum eight-inch (8") height measured from deck to tip of material. Maximum seventy-two inch (72") width.
- C. Rear spoiler is not permitted to be suspended above the deck to create a "wing effect."
- D. Rear spoiler must begin where quarter panels end. No extended decks permitted.
- E. Maximum of three (3) rear spoiler supports. Option of two (2) additional one inch (1") aluminum braces.
- F. Spoiler supports cannot be mounted wider than the top of the quarter panel.

**ROOF AND ROOF SUPPORTS**

- A. The roof length size must be a minimum of forty-four inches (44") to a maximum of fifty-four inches (54").

- B. The roof width size must be a minimum of forty-eight inches (48") to a maximum of fifty-two inches (52").
- C. Roof must be stock appearing and mounted level.
- D. All roof side (sail) panels must extend to the edge of the body. Maximum (no tolerance) right side sail panel size – seventeen inches (17") at the top, fortythree inches (43") at the bottom. Maximum (no tolerance) left side sail panel size – seventeen inches (17") at the top, forty-three inches (43") at the bottom and minimum fifteen inches (15") at the top, forty inches (40") at the bottom. The window area may be covered with clear Lexan or transparent material. Both roof support openings must be covered or both must be left open, if left open the openings must remain the same size. Decals will be permitted but must meet the dimensions in the drawing and must be approved by the Technical Inspector. Maximum two-inch (2") bow in either direction in rear roof side panels is permitted.
- I. Sail Panel Windows Openings must be the same size on both the left and right sides, they must be in the same location and orientation on both the left and right sides.
- J. All cars must have a minimum of three inches (3") and a maximum of four inches (4") between sail panel and spoiler side where they meet the deck.

**END.**

## **Appalachian Mountain Speedweek**

### **Technical Bulletin 13-01**

**Release January 24, 2013**

*(Revision 2017) Changed the Weight from 2250 to 2300 to reflect the National Standard*

#### **ENGINE RULES AND ENGINE SET-BACK**

- A. Only conventional type V-8 engines with the cam in the block will be permitted. There will be no limit on the cubic inch displacement.
- B. Engines must be based on a factory design and must be naturally aspirated. Aluminum or steel blocks permitted.
- C. No fuel injection devices, electric fuel pumps, turbo chargers, or blowers permitted.
- D. Magnetos are permitted. However, the engine must have an operating self-starter.
- E. A maximum of twenty-five and one-half (25-1/2") inches from the center of the ball joint to the front of the motor plate/engine bell housing flange will be permitted.
- F. Carburetor is limited to one four barrel.
- G. All engines are limited to one spark plug and two valves per cylinder.
- H. No engines using coil packs are allowed. Engine must operate using a single distributor. No distributor-less engines allowed I. No overhead cam engines.

#### **ELECTRONIC AND TRACTION CONTROL DEVICES**

- A. All electronic or computerized wheel spin or acceleration retardation traction control devices are strictly prohibited. Controlled timing devices attached to or controlling accelerator or rotation of wheel are strictly prohibited.
- B. All traction control devices utilizing wheel sensors or any means of measuring ground speed to control wheel spin are strictly prohibited.
- C. Adjustable ping control devices, dial a chip controls, timing controls or automated throttle controls are not permitted in cockpit or any other driver accessible areas.
- D. Any remotely controlled components inside or outside the cockpit of any competitor's racecar are NOT permitted.
- E. Radios or devices for transmitting voice or data are prohibited, either in the racecar or on anyone connected with the car.

#### **WEIGHT**

- A. The total weight of the car with the driver will be; A minimum of **2300** lbs as weighed on the track scales.
- B. All weights must be painted white and clearly labeled with the car number on it.
- C. Any weight(s) must be securely attached to the frame below the body decking.
- D. Weights attached to the rear bumper and/or outside the frame will not be permitted.
- E. Pellet-type and/or liquid-type weight/ballast will not be permitted.
- F. ***Cars not making weight will be disqualified.***

**END.**

**Appalachian Mountain Speedweek  
Technical Bulletin 15-01  
Release March 15, 2015**

**TIRE COMPOUND**

- A. Only Hoosier 1300 or harder *or* American Racer 44 or harder may be used during all Appalachian Mountain Speedweek events. This compound rule applies for all 4 corners of the race car and is in affect at all points of the program from and including Time Trials through and including the completion of the Feature.
- B. All tires much punch/durometer a minimum of 40 at all times.
- C. **Any Tires that do not conform to the above compound rule will result in the drivers immediate disqualification from the event in question.**

**END.**

**Appalachian Mountain Speedweek  
Procedure Bulletin 15-02  
Release May 7, 2015**

**SERIES STARTING PROCEDURE - PENALTIES**

- A. Track officials retain the right to call jumping on starts/re-starts in regulation with their individual weekly procedures for making such a call.
- B. All track official calls regarding jumping are determined final and not open to review.
- C. The penalties enforced are as follows:
  - a.) If the leader is called for jumping (leaving early) he or she will be moved back one row for the re-start.
  - b.) If any other starter is called for jumping he is penalized 2 spots for every car he or she jumps. If the start is called back, the driver(s) called for jumping immediately receives the penalty. If the start is not called back the driver(s) called for jumping receives the penalty at the next restart or at the end of the race whichever happens first.
- D. **All participants stopping on the track to dispute a call or in any way holding up the show will be sent to the rear or to the pits as determined by series officials.**

**END.**

**Appalachian Mountain Speedweek  
Technical Bulletin 17-01  
Release June 2, 2017 (Effective Immediately)**

**REAR SUSPENSION ATTACHING (RADIUS) RODS**

- A. A maximum of (2)two attaching (radius rods) per side will be permitted.
- B. The only materials used to fabricate attaching (radius) rods that will be permitted are magnetic steel or aluminum.
- C. Attaching (radius) rods may be solid or tubular material. The material my be round or hexagon in shape.
- D. Spherical rod ends or steel clevises must be used at the end of each rod for pivoting, static length adjustment and mounting. Bushing of any type will NOT be permitted.
- E. The final assembled attaching (radius) rod must NOT have the capability to change length dynamically by any means or devices.
- F. Spherical rod end sizes may be a minimum of 5/8-inch rod end body with a 1/2-inch bearing to a maximum of 3/4-inch rod end body with a 3/4-inch bearing.
- G. **Any type of "Spring Arm" or "Spring" attaching (radius) rod is not permitted in any way.**

**END.**