2027 FWD RULES (1/7/25, 10/8/26)

Raceceivers Are Manditory!!!

GENERAL RULES:

Can be found on AMS Website. www.raceangola.com

COMPETITION RULES:

All cars must have a clean, complete, and professional appearance. All body panels must be on the car including bumper covers, fenders, deck lid, hood, and rear deck lid/hatchback at the start of the racing event. Cars must have clearly legible numbers (no spray paint) that are visible by race control and score keepers, on the left door, right door, and roof 20in Tall x 4in Wide. All cars must have a clearly legible, minimum 5" *6" tall, number on the upper right (passenger side) of the windshield. Cars must have the driver's name above the window openings on each side.

ELIGIBLE CARS:

Four- or six-cylinder, front wheel drive COMPACT CARS ONLY. No full-size cars allowed. No wagons, SUVs, crossovers, pickups, or vans permitted. Wheelbase must be between 93 – 107 inches. No convertibles allowed. No all-wheel drive allowed. No all-wheel steering allowed. No rear engine allowed. No mid-engine allowed. No turbochargers allowed. No superchargers allowed. No chemical power adders of any kind (nitrous oxide, benzene, etc.) allowed. Four-cylinder engines may be pushrod, SOHC, or DOHC. OEM stock variable cam timing is allowed on four cylinders displacing 2.4 liters or less only. Six-cylinder engines must be SOHC or pushrod only, automatic transmission. Maximum displacement for the V6 engine is 3.5 liters.

SAFETY EQUIPMENT:

Safety Inspections will be conducted for each car on a weekly/yearly basis. Roll cage must be 4-, 6- or 8-point design, constructed of 1.75" or 1.5" (minimum) .095" steel tubing. Tubing must be roll cage tubing (HREW, CREW, or DOM). All tubing connections, seams, bracing, etc. must be fully welded (no "tack welds" permitted). Cage must be sufficiently attached to the floor/unit frame of the vehicle by welding to the rocker rail or to ¼" minimum thickness sandwich plates bolted through the floor. Reinforcing plate, tubing, or steel angle on the inside of the rocker rails is required. Main hoop of the cage must include a diagonal reinforcing bar. Roll cage must include a minimum of 3 door bars per side, connected with spacing bars between each door bar. Driver's side bars must be arched away from the driver's seat area. Driver's door bars must be connected by tubing, or bracing, to the rocker rail to reduce inward bending on impact. Driver's door bars must be covered with steel plate on the outside (minimum 1/8" thickness). Roll cage design must include a minimum of 5 bars extending side to side (top of main hoop, front of halo, dash bar, middle of main hoop, and bottom of main hoop). An additional bar connecting the left and right-side door bars behind the driver's seat is permitted. Bars extending through the firewall to the front uni-rail(s) are permitted but may not extend forward of the strut towers. Diagonal bracing from the a-pillar bars (front uprights) to the dash bar is strongly encouraged. Diagonal support bars extending from the main hoop to the rear are encouraged and may extend to a distance no closer than 10" from the rear bumper. Only bars to protect fuel cells and accessories will be permitted in the most rear portion of car, this does not mean your diagonals may continue to the rear bumper area. Teams are encouraged to include as much additional bracing within the roll cage as they deem necessary. Any roll cage that does not meet the approval of AMS Officials will not be allowed on the racetrack.

Safety padding on the driver's door roll cage bars is required. Safety padding on any roll cage bar that a driver's limbs or body may contact is also required. Core supports may be reinforced or replaced with tubing. Core support structure may not extend rearward beyond the strut towers. Tubing directly connecting the core support to the roll cage is not permitted.

An aluminum racing seat is required. Full containment style seat is encouraged. Seat must be mounted to the roll cage using 1" minimum diameter tubing or material with equivalent or better strength and bolted with a minimum of six 3/8" or larger (grade 5 or better) bolts with washers to prevent "pull through". Use of seat "halo type" head restraints and shoulder supports are strongly encouraged. * AMS HIGHLY RECOMMENDS SFI

APPROVED HANS, NECKSGEN ZAMP, OR SIMILAR DEVICE, BUT WILL ALLOW HORSESHOE NECK RESTRAINT * We have had much discussion in our safety forums and would encourage our drivers to equip their racing seats with head wing(s) to prevent additional injury from side-to-side head movements, of course, any safety equipment additions should be certified racing equipment.

FIRESUIT, HELMET, BELTS, GLOVES, SHOES & WINDOW NET REQUIREMENTS: SEE GENERAL RULES

DRIVERS:

A battery main shut-off switch is required. A fuel pump shut off switch is also required and must be mounted at the left front (driver's side) of the interior, in a location that can be reached easily by both the driver and track safety personnel, and the switch must be clearly labeled. Battery may be relocated to the area behind the driver. Battery must be mounted inside a covered battery box and securely bolted to the car. Any car that has a trunk mounted battery AND a trunk mounted fuel cell MUST have the battery completely enclosed in a SEALED battery box or battery compartment.

FUEL CELL:

MANDATORY WITH NO EXCEPTIONS

Fuel cells must be mounted in the trunk area. The maximum fuel cell capacity permitted is 15 gallons. Fuel cells must be true, made for racing fuel cells, no marine (boat) tanks or portable gas containers (gas cans, jerry cans) allowed. Protective bars for the fuel cell are required. Any fuel cell mounted exposed to the underside of the car must be enclosed by a protective steel can, and also be protected with a fuel cell safety cage or impact bar. Fuel cells must be equipped with anti-rollover valves and vented to the outside of the trunk at the left rear. Fuel cells must have a securely latching fill cap. Fuel cell must be mounted with a minimum 1/8" thick, 1" wide straps or 1" tubing. All cars with fuel cells must have a metal firewall completely sealing the trunk area and rear deck from the driver's compartment. Fuel pumps, filters, and fuel lines must be securely mounted, so that they cannot become dislodged or disconnected during a collision. Proper high-pressure fuel line and fittings must be used. Any fuel system deemed unsafe by AMS officials will not be allowed on the track until the problem is corrected. Pump Gas or Racing Fuel or E85 ONLY!! NO FUEL OR ENGINE ADDITIVES, NO NITRO, NO ALCOHOL. IF RUNNING E85 YOU MUST HAVE CAR MARKED WITH A 6 INCH E ON REAR AND DRIVER SIDE DOOR NO EXCEPTIONS.

BODY:

All exterior trim, including lights, body moldings, mirrors, etc. must be removed. All cars are required to have a front bumper cover, hood, both front fenders, windshield, all doors (2 or 4 depending on model), both quarter panels, deck lid (must enclose trunk area), and a rear bumper cover. Stock or stock appearing body panels must be used. You will be allowed to overlay aluminum panels over rusted out steel panels only original panels must be left underneath aluminum no exceptions. Aluminum Bodies Allowed with a 100 pound weight penalty and loss of 1% left side weight. Bodies MUST remain stock appearing (updated 10/8/26)

YOU ALSO WILL BE ALLOWED FRONT PLASTIC FENDERS ONLY THAT FIT TO AFTERMARKET APPROVED NOSES. No flat-sided fabricated bodies or fiberglass (exception you may have fiberglass hoods), NO OTHER plastic body panels. Stock appearing bumpers and bumper covers, including made for oval racing or aftermarket covers, may be used if the shape, size, or style resembles the factory parts. Downforce, shovel, or dirt late model bumper covers are not allowed. Doors must be bolted or welded shut. Doors may be skinned. Interior may be skinned to allow room for roll cage and safety equipment. No "gutting" of rails or roof pillars will be permitted. Skirting on the front and sides is permitted but must not extend greater than ½" beyond the outside width of the tires and must not have sharp protruding edges or ends. No splitters are allowed. No rear air diffusers allowed. No venting of interior, floor, hood, fenders, roof, quarter panels, doors, or trunk panels (except for fuel cell and driver ventilation systems) is allowed. No aftermarket hood scoops. Brake cooling ducts or vents, connected to the front bumper cover, are permitted. All body panels must be securely attached to the car at the beginning of the racing event. Any body panel, wheel opening, or body attachment that is deemed illegal or unsafe, must be corrected at the direction of AMS officials before the car will be permitted onto the racetrack.

Cars must have a stock frame, stock firewall, and stock floor pans, complete and un-modified. All openings in the floor and firewall must be covered. Trunk floor may be modified to allow for fuel cell installation. Hood and deck lid must be secured with a minimum of two hood pins each. All glass must be removed from the vehicle except for the front windshield. All flammable interior trim and sharp trim brackets must be removed from the interior and trunk areas. All air bags must be removed.

Front windshield may be replaced with Lexan (polycarbonate) or dirt screen. If using a Lexan windshield, a center brace supporting the Lexan is required. If using a dirt screen, 3 safety bars in front of the driver are required, plus a full-face helmet with eye protection is required. Side windows must be Lexan and may extend no further back than 12" from the front of the window opening and must go straight up at a 90-degree angle from the door. Windows limiting the ability of the driver to exit the car are prohibited.

Lexan quarter windows are permitted. Lexan windows must be see-through, and not tinted or painted over in any way. Rear windows are considered optional and must be Lexan if used.

Rear deck spoilers are allowed. Maximum spoiler size is 5" tall and 50" wide. Maximum height of spoiler may not exceed 6" above the deck lid surface. Fabricated spoilers may be Lexan or Metal. Any spoiler deemed unsafe by AMS Officials must be removed before the car will be permitted on the racetrack. No verticals, shark fins, billboards, or similar devices allowed. The front edge of the spoiler must be within 4" of the rear edge of the deck lid, measured horizontally. Spoilers may not extend more than 3" beyond the rear edge of the deck lid, measured horizontally. No roof mounted spoilers are allowed. No window mounted spoilers or any other window mounted aerodynamic devices are permitted. Window mounted NACA ducts for driver ventilation systems are permitted.

No brake lights, strobe lights, under-car mounted lights, or headlamps are allowed.

Ballast must be securely attached to the car (welded or bolted) in a manner that will not allow it to become detached during an impact. All ballast must be painted white and have the car number clearly marked on it. No ballast is permitted inside the driver's compartment.

WEIGHT RULE:

In an effort to maintain healthy competition,

*AMS REQUIRES 55.0% LEFT SIDE WEIGHT, NO EXCEPTIONS *

All participating vehicles and driver combination should meet or exceed minimum weight as specified below:

"B" series and up to 1.9 liter 2250lbs with driver minimum

"B" or"H" series 2.0 liter 2.2 liter thru 2.3 liter 2325lbs with driver minimum

"K"2.0 thru 2.4 series motor group 2425lbs with driver minimum

V6 powered cars 2325lbs with driver minimum

ALL ballast(steel) solid mass), (ball bearings, steel shot, or sandbags similar NOT ALLOWED) additional weights must be painted white, clearly marked with car number/name for easy identification and MUST be securely fastened to vehicle, with ½ inch bolts, welded weight must also have ½ inch bolts as extra safety precaution. ANY weights lost during competition whether or not involved in collision, will result in immediate disqualification and suspension from further participation of that event and will be subject to thorough inspection before returning to any remaining competition events.

TIRES AND WHEELS:

TBA

Racing Wheels must be the same diameter at all four corners. **AMS REQUIRES RIGHT SIDE WHEELS BE RACING WHEELS. AMS HIGHLY RECOMMENDS LEFT SIDE RACING WHEELS, BUT WILL PERMIT OTHER **

Tires may be staggered a total of one "size" (a "size" is defined as 23.5" vs. 24.5", or 26.5" vs. 27" for American Racer tires).

All wheels must be steel racing wheels. Maximum wheel width is 7". Maximum wheel diameter is 15". Maximum Tread Width will be 75", measured rim lip to rim lip. Tires and wheels shall not extend beyond the bodywork in an unsafe manner, fender flairs and rub rails are allowed to accommodate wheels. Wheel stud threads must meet or exceed the top of the lug nuts. 1" lug nuts are permitted and encouraged.

SUSPENSION, DRIVETRAIN, and BRAKES:

Car must maintain a minimum of 4” ride height. No body panel, skirting, or frame rail lower than 4” above the ground is allowed. No engine or drivetrain component lower than 4” above the ground is allowed.
No made for racing (i.e. Penske, Afco, Pro Shocks, and similar) shocks or struts are allowed. No adjustable struts or shocks are allowed (Any strut or shock with rebound or compression adjustment knobs, rods, bolts, or screws is prohibited). Any spring that fits in the stock mounting location is permitted. Stock or stock style replacement struts or shocks are required. Adjustable sleeves that slide down over the stock strut body are permitted. No shocks or struts using Heims (spherical rod ends) are allowed. Shocks or struts with threads made permanently in their body are not allowed. Stock strut, spring, and shock mounting locations are required.
Stock type front control arms are required. Control arms and mounting locations may be modified for camber and suspension alignment. Strut mounting holes may be modified for camber adjustment. No aftermarket radius rods allowed. No solid metal bushings are permitted.
Rear trailing arms must remain OEM stock. Rear control arms may be replaced with steel tube and Heim ends for safety. Stock rear trailing arms, control arms, and suspension mounting points may be braced for strength. Stock, aftermarket, and performance sway bars using the stock mounting points are permitted. No made for racing or multi-piece sway bars allowed.
All four brakes must work. ABS sensors must be disconnected or removed. No functioning ABS systems are allowed. ***Drilled or slotted rotors are permitted (6/2/24)***. Stock brake calipers must be used. Brake cooling ducts are allowed on the front brakes only. Parking brake must be disabled or rendered inaccessible or inoperable by the driver while competing (Zip Tied during competition). Stock brake master cylinder is required. A proportioning valve, on the rear brakes only, is permitted if it is not driver adjustable and is mounted in the engine compartment or trunk.

ENGINE AND TRANSMISSION:

Computer tuning devices are strictly prohibited at the track, all tuning should be performed at participants' home/garage. Any code checking/clearing must be done with an AMS official at Tech Building before beginning the procedure. Anyone found with tuning devices at track, driver/participant will be barred from that day's competition and will forfeit all points and pay obtained for that day. Second offense will result in mandatory 3 race suspension. Any tuning found beyond second offense, suspension for the duration/remainder of season.

Intake manifolds must be stock for the engine make. Throttle body must attach to the intake manifold at the stock location. THIS MEANS UNDER NO CIRCUMSTANCES MAY A THROTTLE BODY SPACER BE USED. Any throttle body spacer found, must be removed prior to participation or continued participation, if found post-race/qualification, participant will be disqualified. No aftermarket intake manifolds allowed. No aftermarket or fabricated manifold plenums are allowed. Throttle body EFI or multipoint EFI allowed. No carburetors permitted. A maximum of one fuel injector per cylinder is permitted. OEM style starters must be used.
A complete exhaust system, consisting of a single pipe extending from the manifold or header exit to an exit point located on the left or right side, behind the driver’s seat, and before the rear wheel is required. Exhaust must be no greater than 2.50” in inner diameter and must be the same diameter from the header/manifold collector or flange/reducer to the system exit (exhaust tips less than 7” in total length are allowed). The exhaust system exit must extend to the pinch weld under the rocker panel at minimum. No open headers allowed. Exhaust may be welded or bolted, but NO exhaust leaks are permitted the entire length of the exhaust. Loose or leaking exhaust gaskets or exhaust connections will result in disqualification. “Pin-hole” sized leaks may be waived at AMS official’s discretion in the interest of fairness. AMS tech officials have the sole discretion in determining what constitutes a “pin-hole” leak. Exhaust must be routed under the floor pan, and no part of the exhaust system may enter the driver’s compartment. No dual exhaust systems are allowed. The maximum combined collector/reducer length permitted for headers is 20”.
Cars must use an OEM engine type and brand matching the make car *(Example: Any Honda in a Honda is allowed.).* No aftermarket blocks allowed. Cylinder heads must be a stock type casting for the engine. For 2017, we have made the allowance for head swaps only, (Example B series to B series; H series to H

series). No engine swaps of non-stock engine types from other makes or models of vehicles are allowed *(Example: A V6 truck engine in a Dodge Neon is not allowed).* Intake manifolds must be stock for the engine make. Throttle body must attach to the intake manifold at the stock location. No aftermarket intake manifolds allowed. No aftermarket or fabricated manifold plenums are allowed. Throttle body EFI or multipoint EFI allowed. No carburetors permitted. A maximum of one fuel injector per cylinder is permitted. OEM style starters must be used. INTERNAL ENGINE MODIFICATIONS, such as, but not limited to, porting, polishing, decking, and camshafts ARE ALLOWED.

All cars will be required to maintain factory motor markings. Any attempt to alter factory markings, hide/mislead/modify engine type will result in disqualification.

Stock OEM transmissions for the same make and model of car are required. All forward gears must work. Reverse gear must work. No locked differentials.

Just a reminder: ANTIFREEZE IS PROHIBITED AT ALL TRACKS

No driver adjustable braking system tuning devices are allowed.

No driver adjustable suspension tuning devices are allowed.

ADDITIONAL RULES:

Two-way communication devices are NOT allowed. Any team suspected of using a two-way radio will be disqualified. Drivers are required to use a race-receiver type device to monitor race control during line-ups, practice, qualifying, racing or any other time the car is on the racing surface. THE RACECEIVER MUST BE WORN AT ALL TIMES WHEN THE DRIVER/CAR ARE ON RACE TRACK.

Transponders must be mounted at or behind the rear axle, under the car, using a proper mounting bracket or pouch. Any driver that loses or damages a transponder will be responsible for the full cost of a new replacement transponder. ** AMS REQUIRES TRANSPONDER PLACEMENT INLINE WITH CENTER OF REAR WHEEL **

Towing devices are required. A secure towing device (hook, chain, cable, bracket, etc.) MUST be in place both front and rear, securely fastened, labeled and/or painted with a bright color, and located so as not to present a hazard in the event of contact. Please respect those safety crews by fabricating safe, easily accessible and usable tow devices.