



ORANGE SHOW SPEEDWAY

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Section 10

2008 ASA LATE MODEL DIVISION GENERAL RULES AND REGULATIONS RULES AT A GLANCE

Stock or Fabricated Perimeter Chassis

2900 lbs. minimum with driver

58% Left Side Weight

108" Wheelbase

68" Tread Width

500 C.F.M. Two Barrel Carburetor

361 Max. Cubic Inches

11.5 to 1 Compression

G.M. Crate Engine Part # 88958604

4 ½ Min. Diameter Springs

Steel Non Adjustable Shocks MSRP not to exceed \$150.00 (no external schrader valves)

OEM Steering Box

OEM Steel Spindles

Steel Brake Calipers

8" Steel Wheels

Two Tire Rule - Hoosier 8" 2040/2070

NOTICE: ALL EQUIPMENT IS SUBJECT TO THE APPROVAL OF TECH OFFICIALS. NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION. ALL MEMBERS ARE REQUIRED TO BE FAMILIAR WITH ALL ORANGE SHOW SPEEDWAY TRACK RULES AND ALL RULES IN THEIR DIVISION

10-1 BODY REQUIREMENTS

10-1.1 This class is open to the following American-made, passenger car, production sedans; CHEVROLET- Monte Carlo/Lumina. DODGE- Intrepid/Charger. PONTIAC- Grand Prix. FORD- Thunderbird/Taurus/Fusion. BUICK-Regal. OLDSMOBILE-Cutlass. Manufactured sedan type automobiles 1993-2007 allowed. No pick-up trucks, station wagons, jeeps, convertibles or rear engine models. Any body not listed here may be approved with prior written notice to OSS.

10-1.2 All bodies must be neat appearing and stock as produced by manufacturer. Bodies must be constructed of steel, aluminum or fiberglass. Carbon fiber and/or Kevlar components are not permitted.

10-1.3 Flat or slab sided bodies are not permitted. Body components must match for the entire body, i.e. Intrepid nose, doors, rear bumper, etc.

10-1.4 The nose and grill area may be cut for the installation of air ducts only. The rear bumper may not be altered, modified or drilled.

10-1.5 Approved front air dams must have a minimum of Three (3") Inches ground clearance. A full rear filler panel is required.

10-1.6 Belly pans are not permitted.

10-1.7 Exterior nerf bars or any other type of external supporting devices are not permitted.

10-1.8 Interior of the car must be totally isolated from engine compartment and fuel cell with firewalls of minimum 20-gauge steel. All holes must be sealed with metal.

10-1.9 Rear spoiler maximum 6 1/2 inches high. Overall length may not extend beyond top edge of quarter panels. Any material listed may be used for base but top Four (4")

Inches must be clear LEXAN®

10-2 WINDOWS

10-2.1 A windshield made of clear LEXAN® must be used. Minimum thickness is 1/8 inch. Windshield must be supported between the dashboard and roof halo bar with a minimum of Two (2) evenly spaced metal strips, 1/8 inch x 1 inch, or an Earnhardt bar with a minimum diameter of One and One-Half (1 1/2") Inch.

10-2.2 Each car must have a rear window made of clear LEXAN®. Rear windows must be flat and not dished from roof to deck lid.

10-2.3 All side window glass must be removed. A right side window of any type is not permitted.

10-2.4 Driver side window net is required on all cars. Net material must be a minimum 1 inch wide webbing. Net must be equipped with a quick-release device on the top left front corner facing the outside of car. No seatbelt type buckle releases allowed.

10-2.5 Vent window permitted, maximum length Six (6") Inches measured from bottom of A Pillar.

10-3 HEIGHT, WEIGHT, WIDTH AND CHASSIS DIMENSIONS

10-3.1 Car weight must meet the minimum weight requirement.

Wheelbase Total Weight Left Side Percentage

108-inch min. 2,900 lbs. (w/driver) 58% left side

10-3.2 Maximum tread width is Sixty Eight (68") Inches measured at center of tire at spindle height.

10-3.3 The frame rails, body and all added lead weight must maintain a minimum of Three (3") Inches ground clearance. All cars must maintain a minimum of Eight (8") Inches of ground clearance measured at the bottom of the fuel cell can. There must be a minimum of Three (3") Inches of ground clearance at the oil pan. All height measurements will be taken with the driver in the car.

10-3.4 Added weight must be in minimum Five (5#) pound blocks, must be painted white, and must have car number clearly visible on each piece. All added weight must be attached with a minimum of Two (2) 1/2 inch, grade 5 bolts. Must meet Tech approval.

10-3.5 All cars must have a minimum of Ten (10") Inches clearance between the center of the crankshaft and the ground.

10-3.6 Penalties:

A - OEM or fabricated front clip not using stock or fabricated stock replacement equal length lower A arms add 100lbs plus loss of 1% left side.

B - Wheel base less than 108 add 50lbs plus the loss of 1% left side.

C - Rack and pinion steering add 25lbs.

D - Non OEM spindle add 25lbs.

E - Wide 5 hubs and wheels add 25lbs.

F - Non spec or crate engine add 50lbs.

G - Aluminum brake calipers add 25lbs.

Any combination of 3 or more of items C thru G loss of 1% left side.

Maximum left side loss for penalties A thru G not to exceed 2% left side. Maximum added weight for penalties A thru G 200lbs

10-4 ENGINE REQUIREMENTS

10-4.1 Eligible engines will be production engines as determined, selected, and approved by OSS. Using GM crate motor Part # 88958604 will be allowed as long as all factory seals are in place. If any seal is found to be tampered with or missing, the engine is no longer legal for competition at OSS.

10-4.2 Only stock, OEM cast iron engine blocks are permitted. Stroke to remain stock for block used.

10-4.3 Angle cutting the engine block deck is not permitted.

10-4.4 Maximum engine displacement is 361 cubic inches including wear measured by Orange Show Speedway equipment.

10-4.5 Maximum engine compression ratio is 11.5:1 measured by OSS equipment.

10-4.6 Any round aluminum piston may be used. A minimum of three (3) rings per piston is

required.

10-4.7 No titanium is permitted in the engine with the exception of the valve retainers. Only magnetic steel valves and valve springs are permitted.

10-4.8 Cylinder heads must be OSS approved and all modifications must be submitted to Orange Show Speedway before any proposed modifications will be eligible for approval. All manufacturers' identification and part numbers must remain on the part being used in competition.

10-4.9 All cylinder heads must be of cast iron construction and produced by the OEM manufacturer in quantities readily available. No Performance or Bow Tie Heads allowed. Straight Plug heads only. All cylinder heads for use on Ford or Chrysler engines must meet with prior tech approval before they will be considered legal for use in competition.

10-4.10 A maximum of three (3) angle valve job will be permitted. When cutting the valve seat angles, stone or grinding marks will not be permitted above the bottom of the valve guide. All cutting in reference to the valve job and bowl area must be centered off the centerline of the valve guide. Radius cuts will not be permitted. Upon completion of the valve job, the bowl area above the valve seat to the bottom of the valve guide must still be the same configuration as far as shape and finish as it was from the manufacturer. Surfaces and/or edges where the cutter or stone has touched must not be polished. Hand grinding or polishing will not be permitted on any part of the head.

10-4.11 Resurfacing or milling on the gasket surface only is allowed.

10-4.12 No other modifications are allowed. No porting (other than listed above), polishing, or removal of material from any surface of the cylinder head by any means mechanical, chemical or any other way not listed.

10-4.13 The maximum valve size as measured across the face of the valve is as follows: A) Intake – 2.050 in.; B) Exhaust – 1.625 in.

10-4.14 Valve must be made of steel or stainless steel.

10-4.15 The valve stem centerlines must remain in the OEM location and dimension for the heads being used.

10-4.16 Camshaft must be a solid steel lifter type. Hydraulic or flat-tappet lifters are permitted and must maintain original manufacturers stock diameter.

10-4.17 Mushroom, roller or roller type lifters are prohibited. Camshaft must be designed so that each lifter maintains contact with each lobe at all times.

10-4.18 Independent stud, roller rocker arms, and stud girdles are permitted. GM and Ford no shaft rockers are permitted. Mopar shaft rockers are permitted.

10-4.19 Only standard OEM magnetic steel or cast iron production crankshafts will be permitted.

10-4.20 Crankshaft must weigh a minimum of 50 pounds and cannot be altered in any manner such as knife edging. Stroke not to be increased or decreased. Balancing permitted.

10-4.21 Connecting rods must be solid, magnetic steel. Aluminum, Titanium, Stainless Steel or hollow rods are not permitted.

10-4.22 The intake may be port matched a max. of ½ inch into the intake ports of the head.

10-4.23 A maximum one (1) inch thick adapter may be used between the carburetor and the intake manifold.

10-4.24 All carburetors will be one 2 barrel carburetor with P.N. # 4412 Holley (casting number 3250) - 1 - 11/16" throttle bore or Holley Keith Dorton # 80583 1-11/16 throttle bore.

10-4.25 The ONLY approved modifications are as follows: A) the choke air horn may be removed with a square mill cut. B) The butterflies may be drilled with One (1) idle hole each, maximum of 3/16 inches diameter. C) Cam and accelerator pump may be replaced with aftermarket. D) The choke and linkage may be removed, but screw holes must be filled.

10-4.26 Engine must use a wet sump oiling system. Dry sump or external pumps are not permitted.

10-4.27 An accusump type auxiliary oil reservoir is permitted.

10-4.28 The oil pan must have an inspection plug with a minimum diameter of One (1) inch allowing visibility of the crankshaft and connecting rods.

10-5 AIR CLEANERS AND FILTERS

- 10-5.1 No cold air induction allowed, standard air cleaners only.
- 10-5.2 Air deflector allowed, 180- degree maximum.
- 10-5.3 K&N or Paper air filter element required.
- 10-5.4 No cold air boxes. No vacuum leaks.
- 10-5.5 The element, filter assembly or area around these items may not be sprayed or soaked with any type of chemical, liquid or gel.

10-6 ENGINE LOCATION AND MOUNTS

- 10-6.1 Engine must be located so that the forward most spark plug hole is within two (2") Inches of center line of upper ball joint.
- 10-6.2 Crankshaft must be centered within One (1) inch of the vehicle's lower A frame mounting points.
- 10-6.3 All mounts must be securely bolted. Adjustable mounts are not permitted.
- 10-6.4 Minimum clearance between the center of the crankshaft and the ground must be Ten (10") Inches.

10-7 ELECTRICAL SYSTEM

- 10-7.1 HEI, point, electronic cam driven distributors allowed. (A) Magnetos, crank trigger, optically triggered or computerized systems are not permitted.(B) No TRACTION CONTROL.
- 10-7.2 All cars must be equipped with a functioning starter located near the stock location.
- 10-7.3 All cars must be equipped with a master electrical switch located in the cockpit of the car. The switch must be within reach of the driver and safety crew from both sides of the car.
- 10-7.4 Batteries must be securely mounted behind the driver forward of the rear end housing and contained in electrically insulated container. Dry cell batteries are not required to be contained in leak proof containers.

10-8 ENGINE COOLING SYSTEM

- 10-8.1 All cars must have a functional fan containing a minimum of Four (4) blades, and a minimum diameter of Fourteen (14) Inches or optional electric fan. Clutch fans are not permitted.
- 10-8.2 All cars must have a fan guard in place. Fan shrouds or ducts directing air to the radiator are permitted between the frame rails.
- 10-8.3 Radiators must be stock appearing and remain in the stock location.
- 10-8.4 Anti-freeze is not permitted for use in the cooling system. Water wetter is allowed.
- 10-8.5 A minimum One (1) quart overflow catch tank is required in all cars. Catch tank must be located in the engine compartment with a hose protruding onto lower right edge of windshield.
- 10-8.6 Water pump must be mechanically driven, must be located in the stock location and must rotate in the same direction as the crankshaft.

10-9 ENGINE EXHAUST SYSTEMS

- 10-9.1 Cast iron exhaust manifolds or headers permitted.
- 10-9.2 Exhaust pipes from the header to the collector may not be larger than Five (5") Inches in diameter (O.D.).
- 10-9.3 Over the top headers allowed.
- 10-9.4 Exhaust must extend past the driver. Mufflers are mandatory and must not exceed 95 decibels at a distance of 100 feet.

10-10 DRIVE TRAIN

- 10-10.1 Only OEM type manual transmission may be used. All gears must be functional.
- 10-10.2 Minimum diameter of clutch plates and discs must be five and one half (5 ½") Inches. The clutch plates and discs must be made of magnetic steel only.
- 10-10.3 Scatter shields are required and subject to tech approval.
- 10-10.4 Flywheel must be constructed of aluminum or steel only.
- 10-10.5 Drive shafts must be constructed of magnetic steel and painted white.
- 10-10.6 Drive shaft must have Two (2) 360-degree safety straps, One (1) front and One (1) rear

as close to the u-joint as possible constructed of 1/8" x 2" steel.

10-10.7 Quick-change rear ends or transmissions are not permitted. Aftermarket floater rear ends mandatory. Cambered rear ends are not permitted.

10-11 FRAMES/CHASSIS/ROLL CAGES

10-11.1 Stock or fabricated chassis may be used. Perimeter chassis only.

10-11.2 Roll cages must be constructed of steel with a minimum outside diameter of One and Three-Quarters (1 ¾") inches and a minimum wall thickness of .090 Inches.

10-11.3 The left side door area must have at least Three (3) complete horizontal bars between the pillars and Two (2) vertical bars extending from the windshield opening to the frame.

10-11.4 The right side door area must have at least Two (2) horizontal door bars between the pillars and Two (2) vertical bars extending from the windshield opening to the frame.

10-11.5 Driver's door bar plate must be 1/16 thick steel placed top to bottom front to rear upright. Must be welded to outside of bars.

10-11.6 All roll cages and welds are subject to tech approval.

10-11.7 Any areas of the roll cage that may in any way come in contact with driver must be padded using dense foam padding specifically manufactured for use as racing roll bar padding. The use of pipe insulation wrapping is not permitted.

10-12 SUSPENSION (FRONT)

10-12.1 Only **OEM** lower control arms may be used. Must be equal length and from same manufacture. Must use stock type bushings and ball joint in stock location only. Screw in type ball joints permitted. No other modifications allowed.

10-12.2 Sway bar heim joints are permitted.

10-12.3 Tubular upper A arms permitted.

10-12.4 Minimum coil spring diameter is Four and One half inches (4 1/2").

10-12.5 Bottom coil spring mounts must be located on the lower control arm and top mount must be securely attached to the chassis in the stock OEM location. Coil over suspension is not permitted.

10-12.6 All control arms must be constructed of magnetic steel. Aluminum cross shafts are permitted.

10-12.7 Static weight jacking devices are permitted. No operator-controlled, radio-controlled, computer-controlled or automatic traction control devices, weight-transfer, weight shifting, or weight-altering devices. Brake bias control is the only "in-car" adjustment permitted.

10-12.8 Shocks must be steel, oil filled only. No adjustable shocks. MSRP not to exceed \$150.00.

10-12.9 Stock OEM spindles, magnetic steel only. No wide fives permitted.

10-13 SUSPENSION (REAR)

10-13.1 Independent rear suspension is not permitted. Coil over suspension is not permitted.

10-13.2 Minimum coil spring diameter is Four and One half inches (4 1/2").

10-13.3 The rear springs must be mounted in the same manner on each end of the rear end housing. Rear coil springs require cable running through spring to keep spring with car.

10-13.4 Static weight jacking devices are permitted. No operator-controlled, radio-controlled, computer-controlled or automatic traction control devices, weight-transfer, weight shifting, or weight-altering devices. Brake bias control is the only "in-car" adjustment permitted.

10-13.5 Shocks must be steel, oil filled only. MSRP not to exceed \$150.00. No adjustable shocks.

10-13.6 All links must be solid. No dampening devices permitted.

10-13.7 No wide fives permitted.

10-14 STEERING COMPONENTS

10-14.1 An OSS approved quick release steering wheel is required.

10-14.2 Steering columns must be collapsible. Two U-joints are acceptable.

10-14.3 Stock OEM type steering boxes only. No rack and pinion steering.

10-14.4 All steering heim joints and tie rods may be constructed of magnetic steel or aluminum.

10-14.5 All welding of steering components must meet Tech OSS approval.

10-14.6 Steering wheels must have a Two (2") Inch thick pad in the center.

10-15 BRAKES

10-15.1 Disc brakes with magnetic steel, non-coated rotors are permitted. Drum type rear brakes are permitted.

10-15.2 Brakes must be functional at each wheel at all times.

10-15.3 Brake bias valves are permitted. Aftermarket, racing brake master cylinder assemblies are permitted.

10-15.4 Steel calipers only, Aftermarket rotors and hubs are allowed.

10-16 FUEL SYSTEMS

10-16.1 Only Track Approved Fuel will be permitted for use and must be purchased from track fuel vendor. The chemical composition of the fuel may not be altered by any means. Any competitor competing with a fuel product not purchased from OSS authorized Fuel distributor will be considered illegal.

10-16.2 Fuel may not be cooled by any means.

10-16.3 All cars must be equipped with an approved fuel cell securely mounted in the trunk area as far forward as possible.

10-16.4 Fuel cell must be mounted with steel framework (1 inch x 1 inch, .060 inch minimum) and attached with a minimum of Four (4), Three Eighths Inch (3/8") bolts to the frame rails.

Fuel cell must have a vent hose and the hose must have a ball style check valve in the end.

10-16.5 Fuel cell must be totally enclosed in an 18 gauge steel box with a 1/2-inch drain hole in the lower right rear corner. Ground strap required from fill neck to frame. Fuel cell cap must have a tether.

10-16.6 Glass fuel filters, electric fuel pumps and belt driven fuel pumps are not permitted.

10-16.7 If fuel line runs through drivers compartment, it must pass through a metal tube sealed at both ends.

10-16.8 The gasoline shall not be blended with alcohols, ethers or other oxygenates.

10-16.9 All cars must have a minimum of Two (2) throttle return springs. Throttle return springs must be attached to the engine.

10-17 TIRES AND WHEELS

10-17.1 Fifteen (15) inch magnetic steel wheels with a maximum width of eight (8) inches are required.

10-17.2 No wide five (5) pattern wheels are permitted.

10-17.3 Only one (1) valve stem per wheel. Air bleeders are not permitted.

10-17.4 Use of the Hoosier 2040/2070 OSS track specified tire is mandatory and must be purchased at Orange Show Speedway. Soaking, softening or otherwise altering the composition of tires is not permitted, and is a fineable offence.

10-17.5 TWO TIRE RULE A total of six (6) tires, or any combination of six (6) tires may be purchased at any preseason scheduled open practice, or season opening night for your division. From that point on only two (2) tires may be purchased and may only be purchased on your divisions next scheduled race night that you compete. If for any reason the car does not compete in the main event you will surrender your opportunity to purchase two (2) tires at the next scheduled event for your division. At no time will tires be permitted to be ran on any car other than the one they were intended for. Tires must be barcoded by an OSS Official prior to your acceptance from the OSS authorized Hoosier Dealer. At no time will tires be permitted to be banked at the authorized tire supplier at the track. Tires must be only purchased from the authorized tire supplier on the scheduled race night for your division. Cars visiting from another track after opening night will only be able to purchase 2 tires, although 2 scuffed tires of same size and compound that they bring will be barcoded for competition for that event. This will keep a level playing field.

Note: Anyone found not following or manipulating these rules in any way will result in loss of points for that night along with winnings for that event. You will also surrender the tire

or tires in question. Please remember this rule is intended to minimize cost and to improve the level of competition.

Please see Director of Competition if you do not fully understand these rules.

Notes: