



ORANGE SHOW SPEEDWAY

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Section 9

2008 ASA SUPER LATE MODEL DIVISION

GENERAL RULES AND REGULATIONS

RULES AT A GLANCE

Fabricated Perimeter Chassis

58% Left Side Weight with driver

108" min. Wheelbase

68" max. Tread Width

500 C.F M. Two Barrel Carburetor

Max. 361 Cubic Inch

Max. Compression of 11 to 1

With Vortec Heads 2,900lbs (crank shaft under 50lbs)

With Vortec Heads 2,850lbs (50lb crank shaft)

With Cast Iron Heads 2,950lbs

With Brodix Heads 3,000lbs and 1 ½ Restrictor Plate

10" Wide Steel Wheels

2 Tire Rule - Hoosier 2040

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.

9-1 BODY REQUIREMENTS

9-1.1 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.

9-1.2 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.

9-1.3 Flat or slab sided bodies are not permitted. Body components must match for the entire body, i.e. Intrepid nose, doors, rear bumper, etc.

9-1.4 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.

9-1.5 Approved front air dams must have a minimum of Three (3") Inches ground clearance. A full rear filler panel is required.

9-1.6 Belly pans are not permitted.

9-1.7 Exterior nerf bars or any other type of external supporting devices are not permitted.

9-1.8 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.

9-1.9 Rear spoiler maximum Six & one half (6.500) 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®

9-2 WINDOWS

9-2.1 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 Earnhart bar with a minimum diameter of One and One-Half (1 1/2") Inch.

9-2.2 Each car must have a rear window made of clear LEXAN®. Rear windows must be flat and not dished from roof to deck lid.

9-2.3 All side window glass must be removed. A right side window of any type is not permitted. Driver side window net is required on all cars. Net material must be a minimum 1 inch wide webbing

9-2.4 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.

9-2.5 Vent window permitted, maximum length 6" measured from bottom of A Pillar.

9-3 HEIGHT, WEIGHT AND CHASSIS DIMENSIONS

9-3.1 Minimum weight is 2,900 Pounds with driver with optional Vortec engine. 2950 lbs. With cast iron heads (open motor). 3,000 pounds with driver with Brodix spec heads.

9-3.2 These weight advantages/penalties may be adjusted in the interest of fair competition at anytime.

9-3.3 Left side weight may not exceed 58% of the total weight.

9-3.4 Speedway scales will be the only method for determining a cars weight.

9-3.5 Minimum wheelbase permitted is 108 inches. Maximum tread width is sixty-eight (68) inches measured at center of tire.

9-3.6 Frame rails, body and all added lead must maintain a minimum of three (3) inches ground clearance.

9-3.7 There must be a minimum of three (3) inches ground clearance at the oil pan. Subject to tech approval.

9-3.8 Added weight must be in minimum five (5) pound blocks, must be painted white, must have car number clearly visible on each piece and must remain within the shell of the body.

9-3.9 All added weight must be attached with a minimum of two (2), 1/2 inch, grade 5 bolts.

9-4 ENGINE REQUIREMENTS

9-4.1 Cars competing must compete with V-8, push rod engines.

9-4.2 Maximum displacement is 361 cubic inches, including wear measured by Orange Show Speedway equipment.

9-4.3 Maximum compression ration is 11:1 measured by OSS equipment.

9-4.4 Engine blocks must be cast iron and maintain the factory-stock weight, design and dimensions. No aluminum or aftermarket blocks are permitted.

9-4.5 Engine block must be of standard OEM design material and dimensions.

9-4.6 Engines may be interchanged regardless of frame or body combination being used.

9-4.7 No porting or polishing of cylinder heads, "stock only."

9-4.8 Only heads permitted are bowtie or OEM GM, Ford OEM, Dodge OEM, and Brodix Spec heads for GM (SPGM), Ford (SPFO) and Dodge (SPMO). (Brodix heads carry a weight and restrictor plate penalty).

9-4.9 Heads may be matched to the intake manifold maximum 1/2" deep.

9-4.10 Cylinder heads must be "box stock", limited to two (2) valves per cylinder.

9-4.11 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.

9-4.12 Restrictor plate not required with the exception of cars with aluminum Brodix spec heads must run a 1-1/2 inch OSS track restrictor plate in addition to a weight penalty. **This rule subject to change at anytime.** Restrictor plate must be properly mounted to base plate of carburetor. One (1) restrictor plate only. **Restrictor plate must be production mfg no one off restrictors allowed. No home made restrictor plates permitted.**

9-4.13 Maximum 1-inch spacer plate permitted.

9-4.14 Carburetor rework specifications are as follows: A) Body of Carburetor- No polishing, grinding, reshaping or drillings of additional holes permitted. Screw-in air bleeds are approved in the body of the carburetor. Holley must have produced body. B) Choke Linkage- The choke linkage may be removed, but all screw holes must be sealed. The choke horn may be removed

with a square mill cut. C) Boosters- Booster type may not be changed. Size or shape must not be altered. Height must remain standard. D) Venturi- Venturi area must not be altered in any manner. Casting ring must not be removed.

Venturi location cannot be moved. E) Base Plate- Base plate must not be altered in shape, size or finish. F) Butterflies- Stock butterflies must be used and may not be thinned or tapered. An idle hole, maximum of 3/16", may be drilled in the butterflies.

Screw ends may be cut even with the throttle shaft, but screw head must remain stock.

G) Throttle Shafts- Shafts must remain standard and must not be thinned, cut or altered.

H) Carburetor Jets- Carburetor jets must be of the same type that Holley supplies with the # 4412 carburetor in stock form.

9-4.15 There will be no alteration of the manifold. Exception maximum 1/2 inch deep match porting.

9-4.16 Any aluminum intake manifold from a standard production after market supplier allowed. Must be available to the general public.

9-4.17 Pistons must have a minimum of three (3) rings each.

9-4.18 Engine must use a wet sump oiling system. Dry sumps or external pumps are not permitted. An accusump type auxiliary oil reservoir is permitted. Oil pans must have an inspection plug with a minimum diameter of one (1) inch allowing visibility of the crankshaft and connecting rods.

9-5 OPTIONAL ECONOMIC VORTEC SUPER LATE MODEL ENGINE REGULATIONS

9-5.1 The purpose of the OSS Vortec Super Late Model Engine Option is to offer an economical alternative to competitors. The OSS Vortec Super Late Model Engine is intended only for small block Chevrolet engines.

9-5.2 Maximum displacement is 361 cubic inches, including wear measured by Orange Show Speedway Equipment.

9-5.3 Maximum compression ratio is 10.5:1 measured by OSS equipment.

9-5.4 Engine block must be cast iron and must originate from a mass-produced type engine.

9-5.5 No titanium parts are permitted in engine except for the valve retainers.

9-5.6 Crankshaft must be cast or forged steel only, weighing a minimum of fifty (50) pounds.

The crankshaft may not be knife-edged or cut in anyway to lighten the total weight. The stroke is limited to 3.48 inches (+/- .020). Crankshaft design and shape must match OEM.

Minimum rod journal size of 2.00 (-.030).

9-5.7 Connecting rods must be solid, magnetic steel. Aluminum, Titanium, Stainless Steel or hollow rods are not permitted. GM connecting rods must be used with GM blocks.

Interfacing of rods between manufacturers is not permitted. No Honda rods in GM, GM rods in Ford, etc.

9-5.8 Pistons must be of a flattop or dished design only. A minimum of three (3) rings per piston is required. The pistons may not protrude above the deck.

9-5.9 Camshaft must be a solid steel lifter type with a maximum lift of .510 inch, measured at the valve. OSS officials permit no valve lash adjustment prior to inspection. Hydraulic or flat-tappet lifters are permitted and must maintain original manufacturer's stock diameter.

Mushroom, roller or roller type (including ceramic roller replacements) lifters are not permitted. Camshafts must be designed to maintain contact between each lifter and each lobe at all times.

9-5.10 Firing Order. Engine must maintain OEM firing order.

9-5.11 Independent stud, roller tip rocker arms and stud girdles are permitted. Shaft rockers are not permitted.

9-5.12 Cylinder head must be a stock Chevrolet Vortec (casting number 12339906, 12558062) only. Casting number must be clearly visible and not altered in anyway. Combustion chamber volume must be a minimum of 61cc. Maximum intake port volume is 173cc and maximum exhaust port volume is 163cc. Angle milling, port matching or grinding of any type is not permitted. The heads may be surfaced/milled only to true the gasket surface.

Chemical milling or porting is not permitted. Maximum intake valve size is 1.94 inches and maximum exhaust valve size is 1.5 inches. Valves must be steel or stainless steel only.

9-5.13 Intake manifold must be a stock Edelbrock (part number 2912) only. Intake manifold may not be modified in anyway, including painting.

9-5.14 Engine must use a wet sump oiling system. Dry sumps or external pumps are not permitted. An accusump type auxiliary oil reservoir is permitted. Oil pans must have an inspection plug with a minimum diameter of one (1) inch allowing visibility of the crankshaft and connecting rods.

9-5.15 The carburetor must be a Holley 4412 (casting number 3250). The ONLY modifications permitted are as follows: A) 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 in 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. E) Power valves, metering blocks and floats may be modified.

9-5.16 All cars are subject to the use of a restrictor plate at the track's discretion.

9-6 AIR CLEANERS AND FILTERS

9-6.1 Air cleaners may not be removed during practice, qualifying or competition.

9-6.2 Air cleaners are subject to approval by Speedway officials.

9-6.3 Air cleaners and air intakes must not alter the outward appearance of the car and must be covered by the hood or scoop at all times.

9-6.4 No tubes or funnels or any material, which moves air to the air cleaner or carburetor area. The only exception will be air cleaners with rear openings may pull air from the windshield area.

9-6.5 Only round non-coated metal air filter housings permitted.

9-6.6 Cold air boxes are permitted.

9-6.7 No Flow Control or tongue type air cleaner assemblies.

9-6.8 Absolutely no duct or hose permitted on or leading to air cleaner or element.

9-6.9 Paper air filter element required. **K & N Filter Allowed**

9-6.10 No vacuum leaks.

9-6.11 The element, filter assembly or area around these items may not be sprayed or soaked with any type of chemical, liquid or gel.

9-7 ENGINE LOCATION AND MOUNTS

9-7.1 All engines must be located so the center of the forward most spark plug hole is a maximum of Two (2") Inches behind the centerline of the upper ball joint.

9-7.2 Ford and Chrysler may be set back as follows: All Ford and Chrysler engines must be located so the center of the forward most spark plug hole is a maximum of Two and One Half (2-1/2") Inches behind the centerline of the upper ball joint.

9-7.3 Crankshaft must be centered within One (1) Inch of the vehicle's front tread width.

Minimum clearance between the center of the crankshaft and the ground must be Ten (10") Inches.

9-7.4 All mounts must be securely bolted and adjustable mounts are not permitted.

9-8 ELECTRICAL SYSTEM

9-8.1 Electronic distributors, single or dual breaker points or any camshaft driven type distributors are permitted.

9-8.2 Magnetos, crank trigger, optically triggered or computerized systems are not permitted.

9-8.3 All cars must have a functional starter located near the stock location.

9-8.4 Batteries must be securely mounted behind the driver forward of the rear end housing and contained in electrically insulated box. Dry cell batteries are not required to be contained in leak proof containers.

9-8.5 Traction control devices, mechanical, electrical or otherwise, are not permitted.

MSD 7AL-2PLUS Ignition Control P/N 7222 not permitted.

9-8.6 A master emergency kill switch must be connected to the battery feed cable in such a manner that all electrical power may be cut off. Cars with alternators must use a Four (4) post kill switch with charge line running through the switch.

9-9 ENGINE COOLING SYSTEM

9-9.1 All cars must have a fan guard in place. Fan shrouds or ducts directing air to the radiator are permitted between the frame rails.

- 9-9.2 Electrical fans are permitted.
- 9-9.3 Radiators must be stock appearing and remain in the stock location.
- 9-9.4 Anti-freeze is not permitted for use in the cooling system, water wetter is allowed.
- 9-9.5 A minimum One (1) quart overflow catch tank is required in all cars. Catch tank may be located in the engine compartment with an overflow hose onto lower right edge of windshield.
- 9-9.6 Water pump must be mechanically driven, must be located in the stock location and must rotate in the same direction as the crankshaft.

9-10 ENGINE EXHAUST SYSTEMS

- 9-10.1 The use of any exhaust manifold is permitted.
- 9-10.2 Exhaust pipes from header to the collector may not be larger than Five (5") inches in diameter (O.D.).
- 9-10.3 Exhaust must extend past the driver. If exhaust extends out any body part it must be flush.
- 9-10.4 Mufflers are mandatory and must not exceed 95 decibels at a distance of 100 feet.

9-11 DRIVE TRAIN

- 9-11.1 Any aftermarket or OEM, manual or automatic transmission may be used. Transmission must have a functional forward gear and reverse gear.
- 9-11.2 Minimum diameter of clutch plates and discs must be five and one-half (5-1/2) inches.
- 9-11.3 The pressure plates and discs must be made of magnetic steel only.
- 9-11.4 Manual transmission scatter shields are mandatory. For automatic transmissions – transmission blankets are mandatory.
- 9-11.5 Flywheel must be constructed of aluminum or steel.
- 9-11.6 Drive shafts must be magnetic steel and painted white. 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.
- 9-11.7 Quick-change rear ends are permitted.
- 9-11.8 Cambered rear ends are not permitted.

9-12 FRAMES

- 9-12.1 Full tube frames or stock sub frames are permitted
- 9-12.2 Perimeter style chassis only. Offset, straight-rail, dirt style chassis are not permitted.
- 9-12.3 Minimum requirement for roll cage to be 1 3/4" x .090 magnetic steel tubing.
- 9-12.4 Clearly marked tow hooks must be located in both the front and rear of the car for hookup.
- 9-12.5 The driver's side door must have at least Three (3) complete horizontal bars between the pillars and Two (2) vertical bars extending from the window opening to the frame rails.
- 9-12.6 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.
- 9-12.7 Roll cage must be welded to main frame rails in a minimum of Six (6) locations.

9-13 SUSPENSION

- 9-13.1 Independent rear suspension is not permitted. Independent front suspension is required.
- 9-13.2 Minimum coil spring diameter is Two and One Half (2-1/2") inches. Lower A-arms must be made of magnetic steel.
- 9-13.3 The rear springs must be mounted in the same manner on each end of the rear end housing (both in or both out).
- 9-13.4 All upper A-arms must be made of magnetic steel. Aluminum cross shafts are permitted.
- 9-13.5 Shocks may not have external reservoirs. Only One shock per wheel is permitted period.
- 9-13.6 Penske 7300 series, Carrera Magnum and Ohlins WCJ series shocks are not permitted.
- 9-13.7 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.

9-14 STEERING COMPONENTS

- 9-14.1 Approved quick release steering wheels are required. All steering wheels must have a minimum Two (2") Inch thick pad in the center.

9-14.2 Steering columns must be collapsible (U-joints are acceptable).

9-15 BRAKES

9-15.1 Four (4) wheel disc brakes with magnetic steel, non-coated rotors are required.

9-15.2 Brake bias valves are permitted.

9-15.3 Aftermarket calipers are permitted.

9-15.4 Brakes must be functional at each wheel at all times.

9-16 FUEL SYSTEM

9-16.1 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.

9-16.2 Fuel may not be cooled by any means.

9-16.3 All cars must be equipped with an approved fuel cell, securely mounted in the trunk area as far forward as possible.

9-16.4 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.

9-16.5 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 tether.

9-16.6 Glass fuel filters, electric fuel pumps and belt driven fuel pumps are not permitted.

9-16.7 If fuel line runs through drivers compartment, it must pass through a metal tube sealed at both ends.

9-16.8 The gasoline shall not be blended with alcohol's, ethers or other oxygenates.

9-16.9 All cars must have a minimum of Two (2) throttle return springs. Throttle return springs must be attached to the engine.

9-17 TIRES AND WHEELS

9-17.1 Magnetic steel, Fifteen (15") Inch by Ten (10") Inch racing wheels are required. Minimum offset allowed is three (3) inches. Maximum offset allowed is Five and One-Half (5-1/2") Inches.

9-17.2 Only One (1) valve stem per wheel. Bleeders are not permitted.

9-17.3 Use of the 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.

9-17.4 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:

