



Orange County Speedway 2010 Limited Sportsman Rules

ORANGE COUNTY SPEEDWAY GENERAL RULES WILL ALSO APPLY FOR THIS DIVISION.

RULE BOOK DISCLAIMER: *The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.*

Eligibility: Late Model Stock drivers may compete in Limited Sportsman division when approved by track officials. If you compete in more than five Late Model Stock races at any other track, you will not be allowed to compete in the Limited division for a period of one year. All drivers, car owners, and mechanics must be registered members of Orange County Speedway Management, L.L.C. (OCS). OCS Officials in charge have the right to refuse any entry. Some drivers at year-end may be asked to move up to LMSC. See OCS General Rules for race starting position determination.

1.0 Competing models:

- a. Eligible models are 2009 LMSC bodies (optional) or earlier.
- b. All cars must compete with a 105" wheelbase (one side measurement must be 105" wheelbase). Maximum allowable tolerance cannot exceed ½" plus or minus on the other side. In order to obtain the 105" wheelbase, the front and rear wheel must be moved an equal distance.

2.0 Car Bodies:

- a. Body specifications: Body must have stock appearance.
- b. All body panels must be magnetic steel except for OCS approved rubber noses and front fenders.

3.0 Overall Car Weight:

- a. All weight penalties are for qualifying and race. Any component subject to a weight penalty will be added together for a total right side weight. All weights are subject to changes as competition requires.
- b. Cars must maintain a minimum total weight of 3,200lbs with driver, right side minimum 1,450lbs. Car weight (total and right side) must be prominently lettered on the left side of the hood.
- c. Approved GM crate motor weights with a 500 carburetor will be 3,185 lbs with driver, right side minimum 1,445 lbs. Approved GM crate motor weights with a 390 carburetor will be 3,215 lbs with driver, right side minimum 1,465 lbs with a 7 ¼ inch clutch.
- d. If stock clutch is used, car may be eligible for weight break allowance (40 lbs less off right side weight).
- e. GM Late Model Stock Car motor with a 350 carburetor will be 3260 lbs with driver, right side minimum 1,510 lbs.
- f. If the 5 1/2" multi-disc clutch assembly is used, a 25 lbs. weight penalty on the right side weight will be imposed for built motors. GM Crate motors will not be penalized for 5 ½" clutch with a two-barrel.
- g. All add-on weight must be painted white and stamped with car number on all sides. Added weight must be in blocks of no less than five pounds. All added weight must be bolted on with ½" bolts and lock nuts. No wrapping or taping permitted. NO unattached weight! A fine of \$250 will be imposed for any weight lost on racing surface. Any unattached weight found in a car after qualifying will result in automatic disqualification of times and/or event.

4.0 Engines:

4.01 General: The following characteristics must be identical with the production engine upon which recognition of type has been granted. All parts listed below must originate from stock production castings and forging, which have been machined according to the normal machining schedule utilized for standard production parts. No coating of any internal engine components including, but not limited to, ceramic or Teflon.

- a. Cylinder Blocks: Refer to Late Model Stock Car Rules for custom built; ZZ4 crate engine optional. Crate motors are subject to technical inspection for protests or general competition compliance. GM crate must meet GM specs on heads, intake, block and internal parts. Rebuilding and balancing of engine is permitted. All work must be acceptable to Track Officials. Seals not mandatory as they will be teched.

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b. Cylinder Head: material, number of valves per cylinder, type of combustion chamber, spark plug location & orientation, valve arrangement & type actuation, number of intake ports, number of exhaust ports, shape of intake & exhaust ports at mating faces manifolds, angle of port face relative to mating face of head to block, firing order.

4.02 Engine Location:

- a. GM – First spark plug hole on right side must be in line with the upper ball joints.
- b. Ford, Chrysler, & AMC – Engines can be located so that the front of the cylinder head on right side is in line with the upper ball joints.
- c. Engines must be located in the center of front frame rail.
- d. MINIMUM ground clearance will be 12” with driver, to be measured at center of crankshaft pulley to ground with driver in the car.

4.03 Engine Displacement:

- a. GM – Max 350 C.I. with maximum .060 overbore
- b. Ford – Max 351 C.I. with maximum .060 overbore
- c. Chrysler – Max 360 C.I. with maximum .060 overbore

4.04 Engine Blocks

- a. Must be of standard factory production with standard external measurements in all respects. No aluminum blocks permitted. No bow-tie blocks permitted.
- b. Internal polishing, porting, and/or relieving of engine block is not permitted.
- c. No O-ringing.

4.05 Cylinder Heads

- a. Cylinder heads must be standard production. No Vortex heads permitted. No bow tie heads. No Chrysler W-2 heads or aluminum heads permitted.
- b. Minimum 62cc combustion chamber
- c. Maximum valve size:
 - GM – 2.020 Intake, 1.625 Exhaust
 - Ford Cleveland – 2.046 Intake, 1.656 Exhaust
 - Ford Windsor – 1.8437 Intake, 1.5469 Exhaust
 - Chrysler – 2.020 Intake, 1.625 Exhaust
- d. Single or double valve springs permitted
- e. No porting, polishing, cutting, grinding, or modifying of heads permitted.
- f. Area under valves must maintain factory configuration.
- g. Stainless steel valves allowed. No titanium or modified valves allowed.
- h. Valve guide boss must maintain stock configuration. No excessive cutting allowed because of valve guide replacement. Final decision must be approved by OCS Official.

4.06 Crankshaft & Harmonic Balancer

- a. Only standard magnetic steel or cast production design crankshafts permitted. If after market crankshaft is used, it must be identical in appearance and construction as OEM crankshaft. Counterweights can be polished but they cannot be knife-edged, undercut, or drilled to lighten the crankshaft. Main bearing journals may not be drilled. Rod journals may be drilled through center ¾” maximum size. Journal size on main bearing and rod journals must be standard for type engine used. Maximum tolerance, .040
- b. Only standard OEM magnetic steel elastomeric-type balancers may be used.
- c. Refer to LMSC Rules for weight.

4.07 Pistons

- a. Only flat top pistons permitted. No portion of piston may extend above the block.
- b. Pistons must have a minimum of three ring grooves.
- c. Only steel piston pins maintain a minimum diameter of .927 may be used.
- d. Piston rings must be in all three grooves.

4.08 Connecting Rods

- a. All rods must be made of magnetic steel, stock length for engine being used. Journal size must be stock for make and model of engine being used.
- b. Rods may be stock or after market magnetic steel rods, provided all measurements are identical for make and model of engine (GM 5.700; Ford Windsor 5.954; Ford Cleveland 5.778; and Chrysler 6.000).
- c. Only stock rods may be polished.

d. Rods must be solid with no holes.

4.09 Camshafts

- a. Only magnetic steel camshafts permitted.
- b. No belt driven camshafts permitted.
- c. No timing gears on gear driven permitted.

4.10 Lifters

- a. Solid or hydraulic magnetic steel lifters permitted.
- b. Lifter diameter and height must be standard for make of engine.
- c. No roller or mushroom type lifters permitted.

4.11 Rocker Arms

- a. Stock rocker arms allowed
- b. Roller rocker arms permitted.
- c. Rocker arms must be independent stud type
- d. Stud girdles allowed.

4.12 Intake Manifold - Listed below are the only intake manifolds eligible for Limited. These manifolds must remain as manufactured. No port matching or flow work permitted. Manifolds must not be painted. All part numbers are current design Edelbrock Performer Series intake manifolds. Older design manifolds with same part numbers are not permitted.

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|-------------------|--|
| 1. GM #2101 | 3. Ford Cleveland 4BL heads #2665, 2BL heads #2750 |
| 2. Chrysler #2176 | 4. Windsor #2181 |
| | 5. GM Vortec 2116 |

4.13 Carburetor – 350cfm or 350cfm HP permitted for all engines (refer to LMSC rules for reworking).

4.14 Carburetor Spacer

- a. Only a one-piece solid aluminum spacer, 3/4" may be installed between the intake and carburetor.
- b. The spacer must be centered on the intake manifold and have two 1 1/2" holes located in the center that match the base of the carburetor. No taper, bevels, or any modifications permitted.
- c. A one-piece paper gasket maximum .065 thick must be installed between the carburetor and spacer. A one-piece paper gasket maximum .065 thick must be installed between the spacer and intake manifold.

4.15 Air Cleaner

- a. Air cleaners cannot be removed during practice or competition.
- b. Only a round dry type *rigid* paper air cleaner maintaining a minimum 12" and a maximum 17" in diameter will be permitted. All air must be filtered through the element.
- c. The top and bottom of the air filter housing must be solid and must be the same diameter. Lips or expanded edges will not be permitted. The bottom of the air filter housing must be set level on the carburetor. Tubes, funnels, spacers, or any device, which may control the flow of air, will not be permitted inside of the air cleaner or between the air filter housing and the carburetor

4.16 Electrical Systems

- a. Any single or dual point camshaft driven distributor permitted.
- b. Only stock type coils permitted equipped with a magnetic pick-up, gear driven, and mounted in the stock location.
- c. Factory OEM electronic ignition allowed. Electrical master shut-off switch is required.
- d. Pick-up type distributor allowed (2-wire only, 1 ignition to coil, 1 distributor to coil). Only one ignition coil will be permitted and it will be mounted on the engine side of the firewall.
- e. MSD box will permitted, but must have a proper GM quick weather type disconnect connectors and is subject to be changed out at any time. Confer with technical officials for details. Use of a MSD box may be subject to weight penalty.

4.17 Water Pump – OEM type aluminum water pump permitted. Only standard production V-type or serpentine type belts and pulleys permitted. Water pump impellers may be altered.

4.18 Fan – Only standard steel fan with a minimum of four blades will be permitted.

- a. No flat or free wheeling fan permitted.
- b. Electronic fans optional.
- c. If an engine-driven fan is used, it must be a standard magnetic steel fan with a minimum of 4 blades. Removal of the fan blades or fan belt will not be permitted.

- d. The minimum diameter of the fan must not be less than 14" and fan blades must be min. 3 1/2" wide.
- e. The installation, type, and location of fan must be acceptable to Track Officials.
- f. Fan used in qualifying must be used in race.
- g. Fan shroud should be a minimum of 1" behind fan blade.

4.19 Engine Oiling System

- a. Oil pans must be made of magnetic steel and must be approved by Track Officials.
- b. Bolts must be visible on outside of oil pan.
- c. Only wet sump systems permitted.
- d. The oil pans must be a wet sump type and manufactured using a stock production type pan with only a sump reservoir added to the bottom. All bolt holes and bolt hole flanges must be visible. No kickouts are permitted between the bolt on flange and the top of the added sump.
- e. No accusump systems allowed. No type of external oil pumps permitted. Engine oil coolers permitted provided they are mounted in an approved position.

4.20 Exhaust System

- a. Headers optional (Refer to LMSC Rules).
- b. Exhaust Pipes (Refer to LMSC Rules).

5.0 Drive Train:

5.01 Clutch Assembly

- a. Clutch assembly may remain stock and be normal customer OEM production type in all respects. If stock clutch is used, car may be eligible for weight break allowance.
- b. Only diaphragm type pressure plates will be permitted. No aluminum pressure plates will be allowed.
- c. No paddle button/ceramic button clutches permitted.
- d. Hydraulic slave cylinders and hydraulic release bearings allowed.
- e. No poly carbon components permitted.
- f. Minimum clutch disc size 10".
- g. Optional – 7 1/4" after market clutch assembly may be used with all disc in place (2 minimum)
- h. If the 5 1/2" multi-disc clutch assembly is used, a weight penalty on the right side weight will be imposed for built motors. GM Crate motors will not be penalized for 5 1/2" clutch.

5.02 Flywheel

- a. Flywheel must be magnetic steel or cast iron. No aluminum flywheels permitted. Flywheel must weigh a minimum of 14lbs.
- b. Flywheel must be original in configuration in all respects for make and model of car. No holes may be drilled to lighten flywheel.

5.03 Starter

- a. Only standard OEM type starters may be used. Reduction gear driven starter allowed.
- b. Starter must mount in original mounting position.

5.04 Bell Housing

- a. A magnetic steel scatter shield not less than 1/4" thick must be installed over the flywheel and clutch area.
- b. A 2" hole must be drilled in the bottom for inspection. Cutting the bottom of the bell housing is not permitted.
- c. No changes from normal production permitted.

6.0 Tires

- a. All cars must run track tires purchased at Orange County Speedway
- b. All competitors must leave two tires in impound that have been used in competition after each race, identified with car number.
- c. Must purchase two new tires every race. New tires and two scuff tires will be held in impound area until released by track official usually before driver's meeting starts. Released tires must go directly to car.
- d. Impound policy dictates that competitor must leave a minimum of 2 tires ran that race and that he will run the next event. If there is a problem with any tires, tires will be pulled from track scuff inventory to replace any bad or problem tires. Impound tire trailer open times will be posted on the agenda. NO EXCEPTIONS!
- e. Visiting cars will be allowed to purchase two new tires and two scuff tires from the speedway. Two scuffs will be supplied from the race track inventory. Their will be no new tires purchased on practiced days with the intention of using them on race day. NO EXCEPTIONS!

- f. Competitors will be allowed to purchase four new tires for any extra distance events scheduled only.
- g. No soaked or altered tires allowed.
- h. Tires determined by Track Officials to be altered will be confiscated. Driver may lose qualifying position, finishing position, and/or points. Offenses of tire altering may result in suspension, loss of points, or fines.
- i. Track Official has final approval for all tires used at OCS.

7.0 Safety:

7.01 Roll Bars – consult LMSC Rules for roll bar guidelines.

7.02 Seats

- a. Factory aluminum racing seats are required. Seats must be installed in a manner approved by track officials. Refer to Late Model Rules.
- b. Solid construction seats only, no holes other than those allowed for seat belts; no lightening holes.
- c. Absolutely NO homemade seats permitted.

7.03 Seat Belts/Helmets:

- a. Quick release seat belts and shoulder harnesses no less than 3” wide are required. Crotch belt is required.
- b. All seat belts must be mounted in approved manner, bolted to roll cage (not to floor pan) using no less than 3/8” aircraft bolts. NASCAR Guidelines will be used as the standard.
- c. Seat belts must retain the original manufacturer label showing the date of manufacture and must be within 3 years of the date of manufacture.

7.04 Steering Wheel:

- a. All cars must be equipped with a quick release steering wheel. No aluminum collars on quick release. Quick release collars must be magnetic steel.
- b. Only magnetic steel steering wheels permitted. NO ALUMINUM.

7.05 Master Switch: All cars must be equipped with a master cut-off battery switch located in the center of the car within reach of the driver and emergency personnel. NO EXCEPTIONS. ON/OFF positions must be prominently labeled.

7.06 Window Net

- a. A rib type, nylon mesh window net must be installed on the driver’s side door glass opening and is subject to approval of track officials (Refer to LMSC Rules).
- b. Window net must release from the top with an approved quick release type fastener (no push button type allowed) – lever type only. Fastener must be readily accessible to the driver.
- c. Window nets can be no more than three (3) years old.

7.07 Fire Control

- a. All cars must be equipped with an approved working and charged fire extinguisher, installed in an approved manner.
- b. Extinguisher must be mounted to right side of seat or rear of seat and gauge must be accessible for inspection by track officials.
- c. All drivers will be required to wear an approved fire resistant driving suit. This will be strictly enforced. Fire resistant shoes and gloves and full-face helmets are also highly recommended.
- d. All entrants must have in their pit area as part of their equipment, at all times, a fully charged 10-pound or larger dry chemical, Halon, or its equivalent working fire extinguisher.

8.0 Ground Clearance – A minimum ground clearance of four inches (4”) must be maintained at all times on any part of the body sheet metal or frame. The exhaust pipe must have a minimum three inch (3”) clearance. *IMPORTANT NOTE: Ride height must be set-up based on the manufacturer’s recommendation. No competitive advantage will be achieved unless chassis builder’s recommendation for ride height is followed.*

9.0 Refer to Orange County Speedway LMSC Rules for the following items:

- Transmission
- Drive Shaft
- Rear Ends & Axles
- Wheels
- Frames
- Suspension
- Ground Clearance Requirements
- Brake Components
- Fuel and Fuel System

10.0 PROTESTS AND APPEALS: Refer to OCS General Rules.