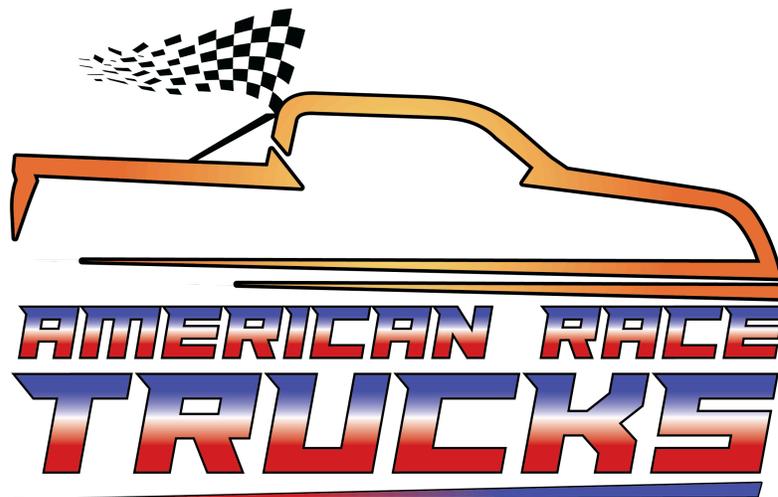




**2026 American Truck Rules**

Updated 1-1-26



Orange Show Speedway and SMH Enterprises reserves the right to alter or amend the rules and regulations in the interest of safety, cost control, and/or fair competition. It is the responsibility of each competitor to read and understand the contents of these rules. If there is a disagreement or dispute regarding the meaning or application of these rules, the decision of the OSS Tech Director shall prevail.

No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of Orange Show Speedway 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 pretense is made for having designed a foolproof set of rules and regulations. The spirit and intent of the rules is the standard by which Orange Show Speedway events will be governed. The Orange Show Speedway Tech Director is authorized to decide if an equipment change or modification is an attempt to circumvent these rules. The Orange Show Speedway Tech Director can and will disqualify a race car in violation of the spirit and intent of these rules. If this rulebook does not specifically state that you can alter, change, or otherwise modify something on your car, you should consider it a violation of these rules. No part is deemed to have been approved by Orange Show Speedway or its Officials by passing through prior technical inspections.

The Tech Director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do 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 Tech Director. His decision is final.

These rules 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. All participants, guest and crew members fully understand that racing is inherently dangerous and that they are exposed to risks of death or serious bodily injury. The participants, guest and crew members voluntarily assume these risks.

Pro Truck Rules are on pages 3-13

Spec Truck Rules are on pages 14-29

2026 Pro Truck Rules (see below starting on page 14 for Spec Truck Rules Section)

## 1. Safety

A. All trucks will be subject to inspection before being allowed to participate in a sanctioned race.

B. Approved SFI/FIA 5- or 6-point safety harness required dated within SFI/FIA expiration label.

C. Approved SFI/FIA Helmet (Snell SA-2015 minimum), fire suit, shoes & gloves are required

anytime vehicle is on the racing surface. Nomex head sock is highly recommended.

D. SFI/FIA Head & neck restraint is mandatory without exceptions.

E. Window net required and must be current within the SFI expiration label.

F. Driver's seat must be a full containment style & attach to the roll cage/frame with a minimum

six  $\frac{3}{8}$ " grade 5 bolts. Seats must be made of aluminum.

G. All roll bars within the driver's reach are to have high density roll bar padding installed on them.

H. All vehicles are required to have a minimum 5 lb. on board fire extinguishing system with

remote activation button with driver's reach.

I. Quick release steering wheel mandatory. Center section of steering wheel must be padded.

J. Master battery disconnect switch must be clearly marked ON/OFF. Switch must be located

within reach of the driver and easily accessible from outside the vehicle.

## 2. Weights & Heights Etc.

A. Minimum weights with driver are 2850 pounds with open engine (302 Ford/305 Chevy) or 2900 pounds with GM 602 crate engine. 2950 pounds for a rebuilt GM 602 crate engine. See engine section for specifications and guidelines.

B. Maximum left side weight is 56% of the vehicle total weight with driver.

C. Cars weight and % (including any added penalty weight) will be displayed on the right side "A"-pillar Lettering will be 1" minimum. It's the Drivers responsibility to know his or her correct weight per the rules, displaying the incorrect weight will result in disqualification of Driver/Car

D. Minimum chassis/frame height without driver is 6 inches.

E. Maximum front & rear tread width is 65 inches, measured at spindle center line from inside left tire to outside to right side tire.

F. Wheelbase is to remain 108 inches plus or minus ½ inch.

G. Engine location must be centered between frame rails. Centerline of #1 spark plug on a Ford based truck should be no less than 1.75 inches forward than the front side of the cross member. Centerline of #1 spark plug on Chevy based trucks should be no more than .250 of an inch behind the front of the cross member. Plus or minus .250 of an inch on all measurements.

H. All added lead must be in block form, securely mounted and painted white with the truck number written on it. No tungsten, pellets or exotic metals allowed.

I. Minimum ground clearance for body, exhaust system, engine oil pan etc. is 3 inches without driver.

## 3. Body

A. Truck body must be mounted in an acceptable manner by officials. All body parts are to have a minimum ground clearance of 3 inches prior to qualifying or race without the driver.

B. Lightening Light, Five Star, AR Bodies & Speedway bodies are approved for use.

C. No homemade body panels allowed. No adding to any body panels. (i.e., quarter panel extensions) No carbon fiber body panels.

D. Maximum 6"x60" or 5"x64" rear spoiler mandatory and centered on the rear deck. No forward facing rudders or braces allowed. 75-degree maximum spoiler angle. Spoiler must be straight and not curved. No wicker bills or gurney lips allowed.

E. Front nose width is 81" maximum. Only allowed openings in the nose are for the radiator duct work and two 4" maximum diameter openings for brake ducts. Radiator duct work must not be wider than the radiator itself. No belly pans allowed.

F. Front & rear windows must be a minimum .125" Lexan. Minimum 2 front window braces required. Side vent windows allowed no longer than 18" in length on the right side. No longer than 12" on the left side. Rear down bar Lexan allowed but must follow the contour & shape of the roll cage down bars from top of roof down to where they pass through the deck.

#### 4. Chassis/Roll Cage

1. 1978 to 1988 GM metric frame only. No plating or boxing of the stock "C" channel. Rear clip may be replaced with 2"x 3" rectangular steel tube (.083 minimum) up to the backside of the rear spring buckets. Notching of the front crossmember is not allowed except to the back side for oil pan clearance.

2. No cutting, notching or narrowing of frame to alter the wheelbase. Frame must remain square to factory measurements.

3. Roll cage must be constructed of 1.75 OD by .095 wall round steel tubing. No "straight rail" style cages allowed. Cage design subject to approval.

4. Minimum 3 driver's side door bars and plated with a minimum .0625 steel plate.

5. Unaltered Johnson Chassis GM metric direct replacement front clip #JCI-09-01-011M allowed. Must be installed in the factory position and height.

6. Interior must be sealed and shield the driver from the ground, engine compartment & rear fuel cell area. Footbox area must 24-gauge minimum steel.

#### 5. Suspension/Steering

A. Front suspension must remain stock to the 1978 to 1988 GM metric frame.

B. Front lower control arms must be OEM or OEM replacement (Allstar Performance). Lower control arm bolt holes must remain in the stock location without modifications. Rubber, polyurethane, steel or spherical bearings or bushings may be used. Eccentric

or offset bushings not allowed. Any lower ball joint allowed as long as it presses into the stock location. Spring pocket must remain stock & unaltered.

C. Any readily available 5 ½ -5 ¾" inch front or 5-inch rear springs may be used. No custom springs allowed. No front springs shorter than 7 inches allowed. No coil binding allowed. No pigtail springs allowed.

D. Spindles must be OEM or OEM replacement (Allstar Performance) without modifications other than reaming ball joint pin holes. No drop or fabricated spindles allowed.

E. Any length upper control arm with aluminum or steel cross shafts may be used. Any OEM style 4 bolt upper ball joint may be used.

F. 3 bolt OEM style steering boxes mounted in the stock location permitted. Any ratio allowed.

G. Tie rods, idler arm, pitman arm & center link must be OEM or OEM style replacement. Adjustable idler arms, pitman arms & center links not allowed. No rod ends allowed in the steering linkage.

H. Collapsible steering column required.

I. Stock GM, aftermarket OEM style or hollow sway bars allowed as long as it mounts in the stock location. Maximum sway bar outside diameter is 1.375. 3-piece sway bars are not allowed. No rear sway bars allowed.

J. Rear suspension is to remain stock to the GM metric frame. Rear upper & lower control arm bolt holes must be in the stock locations without modifications. Upper and lower control arms may be adjustable and have rubber, polyurethane, spherical bushings or rod ends. No spring loaded or rubber biscuit trailing arms allowed. Must have original 4 link configuration, no homemade 3 links allowed. No panhard bars allowed.

## 6. Shocks

A. 7" stroke non-adjustable steel body shocks only. No bulb top, Schrader valves or external reservoirs allowed. Rebuildable shocks allowed. Shock shaft must fully compress to the shock eyelet jam nut when removed from the truck.

B. No bump stops allowed. No shock binding or chassis binding/stops allowed. Absolutely nothing allowed on the shock shaft to limit travel. This will be checked by placing truck on ½ inch blocks and pushing the nose down.

C. Front shocks must mount through the center of the upper control arms on both sides. Rear shocks must be mounted in the stock position. One shock per wheel only.

D. No coil over or coil over converted shocks allowed.

## 7. Rear ends/Driveshafts

### GM 7.5

A. Original 7.5" 10 bolt rear end permitted. No modifications allowed to housing other than welding axle tubes. No cambered rear ends. No modifying or relocating stock brackets. Full steel spool, mini spool or Auburn limited slip differential only. No Detroit lockers allowed. No exotic materials allowed in rear end. (Aluminum, titanium, magnesium etc.)

B. Any brand gear set may be used but must be for GM 7.5 rear end. No custom ratios or lightweight gear sets allowed. REM polishing allowed. Only ratios allowed are: 2.73, 3.08, 3.23, 3.42, 3.55, 3.73, 3.90, 4.10, 4.30, 4.56

C. Steel forged axles are required. No gun drilling or lightening allowed.

D. No internal or external oil coolers allowed.

E. Rear end must be vented.

### Ford 9"

F. Ford 9" rear ends are allowed but must mount in the same manner as the GM 7.5" rear end. No cambered rear ends, lightweight housings or lightened 3rd members allowed. Only steel mini spools or steel full spools allowed. No limited slip differentials allowed. Steel hubs and drive plates only. No exotic materials allowed in rear end. (Aluminum, titanium, magnesium etc.)

G. Any brand gear set may be used but must be for the Ford 9". No custom ratios or lightweight gear sets allowed. REM polishing allowed. Only ratios allowed are: 2.73, 3.08, 3.25, 3.50, 3.70, 3.90, 4.11, 4.30, 4.57

H. Steel forged axles only. No gun drilling or lightening allowed.

I. No internal or external oil coolers allowed.

J. Rear end must be vented. Drive shafts etc.

K. Steel stock style drive shafts only. Driveshaft must be painted white and have truck number on it. Aluminum, chrome moly or carbon fiber drive shafts are not allowed.

L. Minimum of 2 drive shaft loops required made out of either 1 inch x .095 round tube or 3" x 3/16" flat stock. Loops must be at each end near each universal joint and must go around the drive shaft 360 degrees.

## 8. Transmissions

A. Automatic transmissions only. Chevrolet powered trucks may use either TH350 or Powerglide transmissions only. Ford powered trucks may use either the Ford C4 or C6 transmission only. No cross breeding of engines and transmissions allowed.

B. OEM type torque converters only. Minimum 10" diameter torque converters. No hollow or two piece torque converters allowed. No direct drive, exterior valve mechanism or band adjusters allowed.

C. 1 quart catch can required.

## 9. Brakes

A. Front & rear brakes must use OEM or OEM appearing single piston calipers either made out of steel or aluminum. Calipers must function at all 4 corners.

B. Coleman heavy duty front hubs are required. Steel or aluminum allowed. Must use OEM type wheel bearings only. Brake rotors may not be over machined, scalloped, cross drilled or gas slotted.

C. Dual master cylinders required. Hydraulic brake proportioning valves allowed but only to control the front to rear brake bias. No shut off valves or proportioning valves installed to control bias between left and right-side brakes.

D. Brake ducts allowed but hose diameter is not to exceed 4".

## 10. Fuel System

- A. 15-gallon fuel cell in a steel container mandatory. Container must be in a cage made out of 1"x1" square tubing. (0.65 wall thickness min.) Cell cage must be located between the rear spring buckets and rear cross member & maintain a minimum height of 8" from the ground with the driver in the car. Fuel cell cap must be tethered to the truck.
- B. Fuel cell rear guard bar must be 1 3/4" steel round tube and as wide as the fuel cell cage and same height as the bottom of the fuel cell cage.
- C. Only stock type block mounted mechanical fuel pumps allowed. No electric or belt driven pumps allowed.
- D. Fuel line must not run through the driver's compartment.
- E. No icing, freon type chemicals or refrigerants near the fuel system or engine compartment.
- F. Racing fuel recommended; pump gas allowed. No additives allowed in the fuel or oil. No nitrous oxide systems. Fuel will be checked for color, smell and specific gravity weights in post-race technical inspection and occasionally after qualifying.
- G. Oberg or SRI fuel safety check valves highly recommended.

## 11. Exhaust

- A. Stock style or crossover headers are allowed. Maximum 3" collector. No Tri-Y, 180-degree crossover or merge collector headers allowed. No stainless steel, Inconel or any other exotic materials. No port or flange adapters allowed. Headers maybe ceramic coated.
- B. Exhaust system maximum tubing diameter for "X" pipe or "H" pipe system is 3". "Y" pipe inlet diameter maximum 3.5-inch diameter at muffler. Maximum outlet diameter is 4" for a "Y" pipe system.
- C. Any muffler or mufflers may be used as long they are capable maintaining a max of 90 decibels 100 feet away from the vehicle.

## 12. Wheels/Tires

- A. 15" steel racing wheels only with a maximum 8" width. Wheel offset must be 2" or 3" only. No custom offsets allowed. 19-pound minimum weight.
- B.  $\frac{5}{8}$ " steel wheel studs with steel lug nuts only. No aluminum or titanium studs or lug nuts allowed.
- C. Air bleeders are not allowed.
- D. Absolutely no soaking, shaving or modifying tires in any way.
- E. Hoosier 970 is the designated series tire that should be purchased direct from the race track. Soaking, shaving or altering the tires in anyway is illegal.
- F. Tire allotment rule: 5 tires on opening night. 1 tire per race the rest of the season.

## 13. Engines

### GM Crate Option

- A. GM engine part #88958602 or #19258602 only and must run as delivered from GM.
- B. Must use MSD-8727CT rev limiter set at a maximum 6200 RPM. Must be mounted out of driver's reach.
- C. Unsealed/Rebuilt crate engines carry a 50-pound weight penalty. (2950 pounds total)
- D. Rebuilt crate engines must retain ALL FACTORY components/specs unless otherwise stated. Maximum of 355 cubic inch displacement with maximum over bore of .030". Speed Pro part numbers H815DCP, H815DCP20 & 815DCP30 replacement pistons only. Maximum compression ratio of 9.5:1. No excessive polishing or machine work to any internal engine parts. No reground camshafts. No offset grinding or over turning crankshaft (.030 max.). Steel double roller timing chain allowed.
- E. Replacement valve springs allowed but must retain factory dimensions and fit the cylinder head & stock retainers without modification.
- F. GM #93440806 distributor must be used. Performance coils & modules are not allowed.
- G. MSD-8727CT rev limiter is required. Must be set at 6200 rpm max.

## Open Engine Option Rules

H. Chevy 305 & Ford 302 engines are allowed. Maximum of 316 cid for Chevy & maximum 311 cid for Ford. Maximum compression ratio is 9.5:1. Rev limiter required set at a maximum of 6800 RPM.

I. Must use factory 302 or 305 cast iron cylinder block. Only light deburring. .060 max overbore.

J. OEM crankshafts or Eagle replacement crankshafts only. No custom strokes or excessive machine work allowed. Other than light deburring and balancing, crankshafts are to be used as produced by the manufacturer/factory. Eagle part numbers 103523480 & 103503480CM (Chevy) and 103023000, 10302300-50 & 430230015090 (Ford) only.

K. No custom pistons allowed. Must be readily available part number. No excessive lightening or machine work allowed. Either flat top or dished pistons only. No gas porting allowed. Must have 3 piston rings.

L. OEM or Eagle replacement connecting rod #5700BPLW (Chevy) or #5090FP (Ford) only. OEM rods are allowed to install HD bolts. No excessive machining allowed. Only light deburring allowed.

## Cylinder Heads

M. Factory production cast iron cylinder heads for the Ford 302 or Chevy 305 only. Absolutely no aftermarket or special production heads allowed. Factory casting numbers must be visible and unaltered.

N. No Vortec or GT40 heads allowed. GT40P head is allowed.

O. Maximum valve sizes are 1.85 intake valve and 1.55 exhaust valve. Stainless steel valves allowed. Maximum 3 angle valve allowed. No excessive "hogging" or machining of valve bowl area. No hand work or porting allowed.

P. Maximum valve spring pressure at 1.70 inches is 115 pounds when measured off of the engine. Single or dual valve springs allowed. Steel or titanium valve spring retainers allowed.

Q. Hydraulic flat tappet camshafts only. Maximum .515 valve lift measured at the valve retainer. No roller, oversized or coated lifters allowed. Any length pushrods allowed but must retain factory diameter. Single or double roller timing chains allowed. No gear drives or belt drives allowed.

R. OEM, steel roller tip or aluminum roller rockers allowed. 1.5 ratio (Chevy) or 1.6 ratio (Ford) only. No stainless steel or exotic materials allowed. Shaft rockers not allowed.

S. Steel stock style oil pans only. Wet sump oiling system only. No dry sump or external oil pumps allowed. Oil coolers allowed.

T. Edelbrock RPM Series intake manifolds are the only manifolds allowed. Part numbers #7101 & #7116 (Chevy) or #7121 (Ford) only. Manifold must remain "as cast" from the manufacturer without any modifications inside or out.

#### 14. Carburetors

A. Gauge legal Holley carburetor #4777 650 cfm 4 barrel is legal for competition. Holley carburetor part number 4412, 4412BKX or 4412HBX 500 cfm 2 barrel allowed also. All carburetors are subject to regular inspections.

B. All air entering engine must pass through the top of the carburetor only. No controlled vacuum leaks of any kind allowed.

C. A 1 inch phenolic or aluminum carburetor spacer may be used with 2 gaskets only. Gaskets cannot be thicker than .065.

D. 2 throttle return spring are required at all times.

E. Steel or aluminum air cleaner housing required measuring no smaller than 12" or larger than 18" in diameter. Air filter must be exposed 360 degrees around, no shields, air deflectors or baffling under hood to direct air into air cleaner housing. Air cleaner assembly must be covered/sealed by the hood. Paper or K&N type elements are allowed.

#### 15. Ignition/Electrical

A. Open motors (302 Ford & 305 Chevy) can utilize FAST or Crane Cams Ignition system #6000 6701. MSD & Mallory ignition systems are also allowed. ALL ignition systems are to remain as produced by the manufacturer without any modifications. No dual box ignition systems allowed.

B. No magnetos or crank trigger ignition systems allowed.

C. All wiring for ignition system must be easily traceable and free from obstructions for tech inspection.

D. No traction control devices of any kind allowed.

E. Maximum RPM for 602 crate motors is 6200 and 6800 for 302 Ford/305 Chevy open motors.

F. 12-volt electrical systems only.

#### 16. Cooling

A. Only block mounted, belt driven water pumps allowed. V belt or serpentine belt drive systems allowed. No cog belt or round tooth belt systems allowed.

B. Aluminum racing type radiators only. Must be mounted in stock position with no more than 10 degrees of lean. No pressurized cooling systems allowed.

The use of a two-way radio with a spotter and/or pit crew is mandatory. **OSS official radio frequency is 462.6750. It is MANDATORY that all racers monitor this frequency during all races.** This will speed up getting cars lined up during yellow flags.

Tech Director: Jeff Williams 805-218-2355

Track Promoter: Robert Snyder: 951-852-8322

## 2026 Spec Trucks Rules

Any modifications not covered in these rules will not be allowed unless approved by the Orange Show Speedway Tech Official in writing. Modifications to any spec part is not permitted.

### 1. COMPETING MODELS

(a) Competing models as selected by Irwindale Speedway: the following trucks are the only eligible models approved for competition: Chevy S-10, Ford Ranger, and Dodge Dakota, Toyota Tacoma.

### 2. GENERAL TRUCK AND BODY REQUIREMENTS

(1) Trucks must be neat appearing. All panels must fit properly and be free of sharp edges.

(2) Bodies must be standard as produced by manufacturer. (Trailer Products)

(3) Body mounting and body location must remain in stock configuration.

(4) Flat or slab sided or deformed bodies not permitted.

(b) Floorboards:

(1) All holes in interior must be sealed.

(2) Floorboard must be a minimum of 16-gauge magnetic steel.

(c) Interiors:

(1) Interior must be completely enclosed.

(2) Interior panels must be trimmed neatly around roll cage and sealed for fire protection.

(3) Interior panels except crush panels must be fabricated of 24-gauge magnetic steel minimum.

(d) Overall Truck Weight:

- (1) Minimum weight is 2,800 pounds, including driver before the race. Trucks with “rebuilt” non-factory sealed 602 crate engines must weigh 2,850 pounds.
- (2) Maximum left side weight 55.0% at all times including driver.
- (3) Added weight must be in block form of no less than ten (10) pounds.
- (4) All added weight MUST be painted white with the truck number on it.
- (6) All added weight must be securely bolted in place with a minimum ½-inch diameter.
- (7) Weight may not be located inside the driver’s compartment.
- (8) Cars weight and % (including any added penalty weight) will be displayed on the lower right front window. Lettering will be 2”x 1” minimum. It’s the Drivers responsibility to know his or her correct weight per the rules, displaying the incorrect weight may result in disqualification of Driver/Car (per competition Director Discretion)

### 3. DETAILED TRUCK BODY REQUIREMENTS

- (1) Holes for ducting air allowed in the front air dam for air inlet only.
- (2) All support brackets and bumpers must be mounted behind nose.
- (3) Front nerf bars, or external reinforcing bars are not permitted.
- (4) Nose widths and dimensions must remain stock.
- (5) All trucks must use a spoiler that is 6-1/4 inches in height and 56 inches in width.
- (6) Spoiler must be attached and centered to the rear of the bed. Spoiler can not be curved.
- (7) Rudders or braces in front or behind of the spoiler are not permitted.
- (8) Rear spoiler must maintain a 65 degree angle.

(c) Windshields:

- (1) A clear Lexan polycarbonate windshield with a minimum 1/8 inch thickness must be used.

(2) A minimum of one metal brace support must be mounted in the center windshield.

(3) Side window openings must retain original size.

(4) Door windows may not be used.

(5) A-post deflector must be of clear Lexan polycarbonate and may not protrude outward.

(6) The deflector must not be longer than twelve (12) inches in length.

(7) Mandatory left side window net required. Net must be a rib type with one (1) inch wide nylon material. The window net must fit tight and secured with a lever-type quick release latch at top.

(8) Window net must have a manufacture's date tag within SFI expiration label.

(9) All trucks must have only one (1) rear view mirror. Spot mirror permitted and must not extend outside of the body.

(10) Rear deck lids and bed covers must remain flat to top of rear quarter panels.

(11) Bumper supports or reinforcements may only be added using stock attachment points and may not extend outside the body.

(d) Identification and Marking:

(1) Numbers must be at least 20" high and on both sides of the truck in the center of the door.

(2) A number 22" in height must be painted on the roof, reading from the passenger side.

(3) Block type numbers six inches in height must be attached to the right front headlight area, and the right rear taillight area.

#### 4. GENERAL ENGINE REQUIREMENTS

(a) Spec engine required: GM part number: 88958602.

(1) Engine must be purchased complete and sealed from approved spec motor supplier.

(2) Engine is sealed on intake manifold, timing cover, and oil pan. Seals may not be broken or removed except by approved spec motor supplier.

(3) Engine may not be modified in any way and must remain intact as originally sold by the approved spec motor supplier.

(4) Only approved spec motor suppliers are authorized to perform repairs to any engine requiring the breaking or removing of engine seals.

(5) Only approved spec motor suppliers are authorized to re-assemble and reseal any spec motor, including but not limited to:

(a) Dis-assembled during post-race inspection.

(b) Any engine having a broken seal(s). Any engine with a broken seal is subject to inspection of internal components as deemed necessary by approved spec motor suppliers.

(e) The following are approved spec motor suppliers:

1. The Loe Pit Stop – 19425 Santa Fe Way, Shafter, CA 93263 – 661-829-2140

2. JMS Racing Engines, 5450 Peck Rd., El Monte, CA 91732 – 626-579-4567

3. Van Dyne Engineering, 17696 Metzler Lane, Huntington Beach, CA 92647 – 714-847  
4417

## 5. DETAILED ENGINE REQUIREMENTS

(1) The centerline of crankshaft must remain centered in chassis.

(2) All engine mounts must be securely bolted.

(3) A P&G cubic inch measurement tool may be used to evaluate cubic inches without tear down.

(4) The maximum compression ratio is 9.1 to 1 on all engines.

(5) Compression ratio will be calculated by Orange Show Speedway Tech Officials.

- (6) Stock OEM pistons only, GM part number 12361371.
  - (7) Stock OEM rods only, GM part number 10108688.
  - (8) Valve springs: seat pressure cannot exceed 85 pounds.
  - (9) Valve springs must be GM part number: 10212811.
  - (10) Harmonic balancer-GM part number 12555879 or GM 12551537
  - (11) Rocker arms must be GM part number: 10089648, 1.5 to 1 ratio. Rocker shaft poly or nylon lock nuts permitted.
  - (12) GM part number 1286041 intake manifold, Performer Vortec, Edelbrock part number: 2116 or GM part number 8895602 as supplied.
- (6) Carburetor:
- (1) Holley List 4412, two-barrel, 2300 Model, 500 CFM carburetor is the only approved carburetor. Approval of carburetor shall be conducted on a race-to-race basis.
  - (2) Any carburetor modification not specifically covered in the rules will NOT be permitted.
  - (3) Choke linkage actuator rods may be removed.
  - (4) Choke horn must not be removed. Choke horn butterfly plate must be removed.
  - (5) Boosters height must remain standard.
  - (6) Two (2) throttle return springs mandatory.
  - (7) A single aluminum adaptor with (2) square cut holes.
  - (8) All trucks must have one carburetor mounting stud or bolt, and one adjacent adapter mounting stud or bolt drilled to accept a wire type seal.
  - (9) Air Intake: (air filter):
    - (1) Spec part required: air cleaner assembly, K & N part number: 60-1150.
    - (2) All air must be filtered through the filter element, K&N part number E-1200.
    - (3) Only round uncoated metal air filter housings allowed.

- (4) Controlled vacuum leaks are not allowed.
- (5) Ducts or hoses to the air cleaner or element are not permitted.

## 6. ENGINE/TRUCK ELECTRICAL SYSTEM

- (1) Spec part required: distributor, GM part number: 93440806.
- (2) Coil, module and magnetic pick-up replacements permitted that do not exceed stock spec part performance specifications.
- (3) Driveline mounted or engine mounted alternator allowed.
- (4) The self-starter must be in working order and mounted in stock location. (2) All trucks must start under their own power.
- (5) The approved battery must be located in a steel battery box.
- (6) Twelve-volt system battery maximum.
- (7) All switches must be located within easy reach of the driver.
- (8) A labeled (minimum ½ inch letters) on/off master switch is required and must be located in the driver's compartment so that it is accessible from both sides of the truck.
- (3) The on/off master switch must be connected to the battery cable in such a manner that would cut off all electrical power to the truck.
- (4) Any truck found with an electronic traction control device will be suspended for 1 year and be fined a minimum of \$500.00, and result in loss of all championship points.
- (g) Radios:
  - (1) Two-way radio communication between driver and crew will be mandatory.
  - (2) During the race event, each competitor must have a spotter in the designated location and that spotter must monitor Orange Show Speedway race control.
  - (3) During practice, each competitor must have a spotter.
  - (4) One truck radio, one wiring harness, and one antenna only.

## 7. ENGINE COOLING SYSTEM

- (1) Engine cooling system must be acceptable to Irwindale Speedway Tech Officials.
- (2) No anti-freeze in cooling.
- (3) Approved OEM stock type water pumps only.
- (4) Water pump pulley may be changed and must be V-belt type pulley.
- (5) Electric fan is permitted.
- (6) Radiator core dimensions: 34-1/2 by 24-1/4 by 1-7/8 inches, plus or minus 1/8 inch.

## 8. ENGINE EXHAUST SYSTEM

- (1) Spec part required: headers STI part number: 9312.
- (2) Pipes must securely attach to the chassis with bolts in a minimum of two separate locations.
- (2) Exhaust pipes must extend past driver and either turn down or to outside of truck.
- (3) Tri-Y header not permitted.
- (4) A heat resistant floor mat may be used in the driver's compartment.
- (5) Muffler must be capable of maintaining a maximum of 90 DECIBALS AT 100 FEET.
- (6) Muffler must be in place at all times.

## 9. DRIVE TRAIN

### (a) Transmission:

- (1) Spec part required: GM Power Glide automatic transmission. Transmission assembly must remain unmodified from the spec transmission requirements.
- (2) Transmission must not weigh less than 100 pounds with fluid.
- (3) Transmission shifter/selector boot seal required.

- (4) Internal parts may not be lightened or modified.
- (5) The approved flex plate is GM part number 14088765 or equivalent aftermarket with the same size, shape, and weight.
- (6) Permitted transmission changes allowed.
  - (a) Output bushings may be replaced with bearings to accommodate alternator belt loads.
  - (b) Any transmission hardened input shaft.
  - (c) Band material and clutch plate material may be any material.
  - (d) Pan extended for right side pick-up.
  - (e) Drive Shaft:
    - (f) Gear ratio must 1.82 or 1.76
      - (1) Spec part required: drive shaft, STI part number: 0548, three (3) inches in minimum diameter, minimum thickness of 0.060 inch.
      - (2) Only one-piece magnetic steel drive shaft permitted.
      - (3) It is mandatory that two 1/8 inch x 1-1/2 inch steel drive shaft hoops front and rear be installed in a safe manner and installed so as to prevent the drive shaft from becoming dislodged and falling onto the race track.
      - (5) All drive shafts must be painted white.
      - (6) All drive shafts must have truck number painted on tubing. (7) No aluminum drive shafts.
    - (f) Rear Axle:
      - (1) Spec part required: rear axle housing including all mounting brackets and suspension mounting brackets, STI part number: 0560.
      - (2) The rear axle housing must remain stock to original specs. .188 wall GN housing. All mounting and suspension mounting brackets must remain in spec location.
      - (3) Axle housing must be made of magnetic steel.

- (4) Gear assembly must remain unmodified from the spec gear requirements.
- (5) Rear end gear ratio must be 6.20, approved gears are as follows:
- (6) Polishing or coating of ring and pinion is not allowed.
- (7) Gears must remain as produced, no lightening or back cutting allowed.
- (8) No "AX" cut gears or factory outside machine gear set.
- (9) Steel mini spools only.
- (10) Solid magnetic steel rear axle. Minimum OD 1.200" solid
- (11) Rear end pinion must remain centered between left and right hubs.
- (12) Third member including bearing retainer and yoke must be made of magnetic steel.
- (13) No cambered rear ends.
- (14) No crowned rear axles.
- (15) Rear axle coolers not permitted.
- (16) Drive plates must be made of magnetic steel.
- (17) Wheels: Circle Wheel P/N 03580550225.5 or Diamond Wheel 15080-18-35-225-6-00 for black AND Circle Wheel P/N 04580550225.5 or Diamond Wheel 15080-18-35-225-2-00 for chrome. Diamond Racing Wheel has bought Circle Racing wheel. Wheels must be 15-inch steel wheels with a maximum 8-inch rim width, minimum weight 25# and only 2.25" back space.
  - (A) Solid heavy-duty 5/8-inch steel studs and 1" hex lug nuts must be used on all four wheels.
  - (B) The use of bleeder valves is not permitted. One valve stem per wheel.
  - (C) Wheel studs must protrude past lug nuts.
  - (D) All tire/wheel balance weights must be installed facing towards the inside of truck.
  - (E) Wheel spacers are not permitted.

#### Tires:

- (1) Tires must be purchased from Orange Show Speedway.
- 2) Approved tire is Hoosier 970 - 8". No Star tires.
- 3) Tires will be scanned and logged to each truck.
- 4) Tires that have been altered by any means will not be permitted. No tire shaving.

#### Tire Rule:

- 1) At a competitors first event of the season you may purchase five (5) new tires.
- 2) At each race after the competitors first race you will be allowed one (1) recorded tire.
- 4) You must qualify and start the race on logged/scanned tires.
- 5) You must practice on 970 tires.
- 6) Flats or damaged tire in an accident must be presented to Track Officials before the end of the night to be evaluated.
- 7) Orange Show Speedway reserves the right to impound tires for storage between events.

#### 10 - FRAME REQUIRMENTS

- (a) Frame/chassis must remain stock as produced by Spec Truck Inc. Frame/chassis repairs must maintain original specifications.

#### 11. SUSPENSION

- (A) Camber and caster may be changed by any conventional method.
- (B) Front coil over style shocks/springs shall be allowed on the front of the truck. (2) Single coil over spring only.
- (C) Rear lower trailing arms must be aluminum.

(D) The rear springs must mount on the rear axle in equal distance left to right. (2) Rear coil over style shocks/springs shall be allowed in the rear.

(E) Single coil over spring only.

(F) Rear sway bars are not permitted.

(G) GM part number: 015677614, one (1) inch outside diameter.

(H) Front sway bar adjuster must attach to lower control arm at the lower shock bolt.

(I) Track bar must remain in stock location.

12) SHOCKS - the following shocks are permitted only:

(a) AFCO, Series 13.

(b) QA1-Series 62.

(c) Carrera, Series 67.

(d) Advanced Racing Suspensions, 2000 Series, Non-Adjustable. (2) Only one shock per wheel is permitted.

(E) Shocks absorbers and components must be used as supplied by the manufacturer and all components must be used in only their respective manufacturer's shock absorber. Modification or changes to the shock absorber and internal components will not be permitted.

(F) All downward chassis movement while the race car is in competition must be limited only by the normal increasing stiffness of the springs or the bottoming of the chassis against the race track, whichever occurs first. NO BUMP STOPS /COIL BINDING.

A-Frames:

(1) Upper and lower A-arms must be made of magnetic steel and remain stock length.

(2) A-arms cross-shafts must be magnetic steel or aluminum.

(3) Upper A-arms may be shimmed up to 1 inch off mounting surface.

(4) Upper ball joints must be Afco part number: 20032-1 and remain unmodified.

(5) Upper A-arms must be the spec A-arms and must remain unmolested.

(A) L/F Upper A- Arm must be 9" Afco part number: 20009.

(B) R/F Upper A-Arm must be 8" Afco part number: 20008.

(6) Lower A-arms must be the spec A-arms and must remain unmolested.

(7) Lower A-arm adjusting rods must be aluminum.

(B) Spindles, Wheel Bearings and Hubs:

R/F Upper A- Arms

(1) Spec parts required: right front spindle, GM 18021053; left front spindle, GM 18021052.

(2) Spec parts required: rear axle hub, AFco part number: 30532. (3) Spindles must remain stock OEM.

(C) Tread Width and Wheelbase Requirements:

(1) Front tread width shall not exceed a maximum of 70 inches measured from outside of rim at bead of tire to outside of rim at bead of tire.

(2) Rear tread width shall not exceed a maximum of 69 inches measured from outside of rim at bead of tire to outside of rim at bead of tire.

(3) Wheelbase minimum is 108 inches on one side, and plus or minus 1/2 inch on opposite side.

(4) No part of the chassis shall be lower than minimum 4 inches at any time, measured without the driver.

(5) Side skirts and body must maintain a minimum 4 inches height at all times, measured without the driver.

(6) Approved front nose and lower air dam must maintain a minimum ground clearance of 4 inches, measured without the driver.

(7) No adjustable shock mounts.

## 12. STEERING

- (a) Steering box must be OEM. No Delphi boxes.
- (b) Center top of steering wheel must be padded with 2 inches of resilient material. (e) An approved all metal quick-release steering wheel coupler must be used.
- (c) All steering shafts are required to have a collapsible steering section, part number: 1216. Steering shafts are required to have two (2) unsupported universal joints.
- (d) No Delphi style steering boxes allowed.

### 13. BRAKES AND COOLING COMPONENTS

- (1) Spec parts required: front brake caliper must be steel single piston OEM.
- (2) Spec parts required: rear brake caliper must be steel single piston metric OEM.
- (3) Spec parts required: front brake rotors, GM part number: 18060211.
- (4) Brakes must be in a good operating condition on all four wheels at all times.
- (5) Only hanging type brake pedal/linkage assembly is permitted.
- (6) Any brake master cylinder may be used. Any master cylinder located inside the driver's compartment must be covered.
- (7) One adjustable proportioning brake valve may be used.
- (8) No carbon fiber components. No titanium components.
- (9) Brake cooling ducts permitted.

### 14. FUEL

- (a) Fuel 100 octane purchase at Orange Show Speedway, or standard pump gas. No E85 fuel allowed.
- (b) No cooling or icing of any fuel or fuel component.
- (c) No fuel additives or mixing of fuels.

### 15. FUEL SYSTEM

- (a) Fuel Safe fuel cell SM115, with 15gallon capacity.
- (b) The fuel cell must be completely enclosed in a steel container (box), minimum 22-gauge.
- (c) Fuel cell must maintain a minimum height of 9-1/2 inches, measured from ground level, without the driver.
- (d) A steel framework must be fabricated from a minimum of 1-inch x 1-inch square tubing.
- (e) Fuel cells must be securely mounted behind the rear axle, and between the frame rails.
- (f) A fuel cell protector bar made from a minimum of 1-1/2 inch x .090 inch steel tubing isrequired.
- (g) Fuel cell vent hose must extend to outside at left rear taillight area.
- (h) One fuel line from fuel cell to fuel pump is allowed. Maximum diameter 5/8 inch ID.
- (i) OEM type mechanically driven fuel pump only.
- (j) No electric fuel pumps permitted.
- (k) Fuel pump must be mounted on engine in stock location.
- (l) Fuel must be stored in approved containers.

## 16. PERSONAL SAFETY EQUIPMENT AND ROLL BARS

- (1) For all safety devices it is the responsibility of the driver, not Irwindale Speedway, its officers, or its agents to ensure his/her safety device systems are correctly installed, maintained, and properly used at all times.
- (2) As with all safety items, Irwindale Speedway strongly recommends that, the driver should carefully study all manufacturer's installation and usage guidelines and adhere to these recommendations to the highest extent possible.
- (3) It is required that at all times, the driver wears a driving suit and gloves of fire resistant material that effectively covers the body.

- (4) It is recommended that driver's suit be of the best quality fire protection available. It is also recommended that during an event, practice, or qualifying a driver wears the following: fire resistant shoes and socks, fire resistant hood, fire resistant underwear.
- (5) It is required that all trucks have a built-in, fully charged fire suppression system or fire extinguisher within reach of driver.
- (6) All entrants required have at a minimum a 10-lb. fire extinguisher in their pit area.
- (7) Snell SA2015 or FIA 8860-2010 or newer helmet required.
- (8) Full face helmets with Lexan face shield recommended.
- (9) Nomex helmet skirt, and Nomex covered chinstrap recommended.
- (10) At all times drivers must connect their helmet to an approved head and neck restraint device/system which is SFI-approved and acceptable to track officials.
- (11) A quick release seat belt no less than three (3) inches wide is mandatory. Both ends of the lap belt must be fastened to the roll cage with high quality bolts, not less than 3/8 inch in diameter.
- (12) Shoulder harness must be no less than three (3) inches in width and must come from behind and below top of driver's seat. Y-type shoulder harnesses not permitted.
- (13) A center crotch belt must be used. It must be a minimum of two (2) inches wide and mount to the roll cage or seat mount.
- (14) Where belts pass through the seat edges, the edge must have a grommet or be rolled to prevent belt from being cut.
- (15) All belts must connect in a single latch, at the lap belt.
- (16) 5-point Seat belt restraint system or better required, may not be used beyond five years from date of mfg. or expiration date on label.
- (17) A professional racing seat is required. No fiberglass or plastic seats.
- (18) Seats must be mounted with a minimum of six (6) 3/8 inch grade 5 bolts. Two bolts at front of seat on bottom, two at bottom rear or two lower back of seat, and two at #7 shoulder bar at upper seat back. Seats must have a built-in padded headrest behind head. It is recommended that the seat also offer rib protection and have leg extensions. Headrest recommended on sides of head.

(18) Window net must be SFI 27.1 rated, display a valid label, and dated within 5 or within expiration date label.

(20) Roll cage must be constructed of tubing, 1-3/4 inch x .095 inch minimum.

(21) A minimum of four (4) door bars is required on the both the left and right sides of the truck. All door bars except the bottom door bar must extend into the door skin and be convex. The bottom bar may be straight with a minimum of (3) convex door bars required on each side of truck. The door bars must have a minimum of six (6) vertical supports per side with two (2) equally spaced between each door bar.

(22) The driver's side door bars must be plated with a steel plate of not less than 1/8-inch material. The minimum size for this plate shall be 24 inches in height and 32 inches in length. The plate may be a single plate or several plates cut and welded into the door bar gaps. All trucks with steel covering over inside door bars on driver's side must be padded. All areas of roll cage near driver and within his/her reach must be padded with approved padding.

NO EQUIPMENT WILL BE CONSIDERED AS HAVING BEEN APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION.

Any part of equipment found during an inspection or any other time at any event that does not meet the rules must be surrendered to the Orange Show Speedway Tech Official at that time, and will not be returned. Orange Show Speedway Tech Officials reserve the right to make final decisions in the interpretation of any rules or race procedures at any time.

Tech Director: Jeff Williams 805-218-2355

Track Promoter: Robert Snyder: 951-852-8322