

LATE MODEL RULES

** These rules may be amended at the official's discretion. **

No additions, subtractions, alterations, or non-OEM type parts allowed unless specifically allowed in the rules.

All body, chassis, suspension & driveline specifications will follow the current ASA Midwest Tour Series rules as they are written on the ASA web site (www.asamidwesttour.com), with the exceptions written below:

SEAT, SEATBELTS & SAFETY

1. A fully charged fire extinguisher, securely mounted with in the drivers reach, or a fire suppression system is required.
2. See also General Rules for additional safety equipment requirements.

TIRES

1. Track tires only. (See separate tire rule.)
2. No use of tire softener or altering of the tires in any way.

WEIGHT

1. Due to the layout of the Tech building, in relation to the racetrack, cars will be weighed after their race is completed.
2. See separate weight rule for each car/engine configuration.
3. Cars must meet the minimum weight with the driver in the car.
4. Weights may be adjusted for longer special races.
5. All ballast must be painted white, and have your car number on them. No piece of ballast may be less than 5 pounds. All ballast must be securely mounted to the frame or roll cage only. No ballast may be in the driver's compartment. All weights will be checked on the race track scales with the driver in the car.

ENGINES

Engine Setback:

Aluminum head GM engines: The center of the forward most spark plug hole may be no more than 2" behind the centerline of the upper ball joints.

All other engines: The center of the forward most spark plug hole may be no more than 4" behind the centerline of the upper ball joints.

A. ACE Engine

1. See ASA Midwest Tour Rules.

B. Crate Engine

1. The engine must be sealed.
2. 650 cfm Holley 4 bbl. carburetor only.
3. Only one ignition control box allowed. Maximum RPM is 6300; controlled by ignition chip.
 - a. Raceway Park owned RPM chips may be required at the official's discretion.
4. The ignition control box must be located in the right front portion of the driver's compartment, beyond the reach of the driver, but in plain view for inspection.

C. Sportsman Engine

1. Stock bore and stroke configuration.
2. Un-altered cast iron blocks.
3. Maximum displacement:
 - a. GM 358 cu. in.
 - b. Ford 359 cu. in.
 - c. Dodge 368 cu. in.
4. Distributor type ignition systems only. No crank trigger or magneto type ignition systems.
5. 10.8:1 maximum compression ratio.
6. Maximum valve lift .500" flat tappet camshaft measured at the valve.
7. Minimum valve stem size is 5/16" magnetic steel.
8. Unaltered, un-ported Vortec heads casting #906, #062 or #060 only.
9. No angle milling of heads.
10. No chemical or ceramic coatings.
11. Maximum 4-stage dry-sump oil system allowed.
12. Maximum valve size is 1.94" intake, 1.50" exhaust.
13. 750 cfm Holley 4 bbl. Mid-am sportsman type carburetor; model #4779.
14. No Holley HP carburetors.
15. Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$375.00) Maximum height of manifold is 7.25" (including any carb spacer and gaskets) the manifold height will be measured from the base of carb to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold - except you may port-match the runners a maximum of 1".
16. No spacers between heads and intake or heads and block.
17. 1.5" inspection plug must be installed in the oil pan, in line with an unobstructed view of a connecting rod.
18. 10" minimum crankshaft height measured from front crankshaft bolt to ground.
19. No small journal, Honda type, connecting rods and bearings.
20. Magnetic steel connecting rods only.
21. Engines with dual-plane intake, 1 5/8" primary tube & 3" collector headers, 7 1/4" minimum diameter clutch, OEM type transmission and 500 cfm 2 bbl. carburetor are allow a 50# weight break.

E. Elko Concept Engine

1. Stock bore and stroke configuration.
2. Un-altered cast iron blocks.
3. Maximum displacement:
 - a. GM 358 cu. in.
 - b. Ford 359 cu. in.
 - c. Dodge 368 cu. in.
4. Stock type distributor ignition systems only. No crank trigger or magneto type ignition systems.
5. 10.8:1 compression ratio.
6. Maximum rocker arm ratio is 1.7:1.
7. Roller tappet camshaft maximum valve lift is .625" measured at the valve.
8. Minimum valve stem size is 5/16" magnetic steel.
9. No chemical or ceramic coatings.
10. Maximum 4-stage dry-sump oil system allowed.
11. Un-altered, un-ported Vortec heads casting #906, #062 or #060. Max valve size is 1.94" intake and 1.50" exhaust.
12. Un-altered, un-ported Bowtie casting #12480034 only. Max valve size is 2.02" intake and 1.60" exhaust.
13. Un-altered, un-ported Bowtie Vortec head. Max valve size is 2.02" intake and 1.60" exhaust.
14. Maximum chamber size is 64cc.
15. No angle milling of heads.
16. No chemical or ceramic coatings.
17. Any production type intake manifold allowed - provided it is readily available to all competitors from local race part suppliers. (Maximum cost \$375.00) Maximum height of manifold is 7.25" (including any carb spacer and gaskets) the manifold height will be measured from the base of carb to top of cylinder block. Only one flat gasket with a maximum of .120 may be used between intake manifold and cylinder head - no spacer or wedge type gaskets allowed. No additional material may be added to manifold. No grinding or polishing of any part of the manifold - except you may port-match the runners a maximum of 1".
18. No spacers between heads and intake or heads and block.
19. Carburetor must be approved. Approved is the Holley model #4412 with a venturi size of 1-3/8" inches and maintaining a throttle bore maximum size of 1-11/16" inches. Also approved is the Dorton model 0-80583-1.
20. No Holley HP carburetors.
21. 1.5" inspection plug must be installed in the oil pan, in line with an unobstructed view of a connecting rod.
22. 10" minimum crankshaft height measured from front crankshaft bolt to ground.
23. 43 lb. minimum crankshaft weight.
24. No small journal, Honda type, connecting rods and bearings.
25. Magnetic steel connecting rods only.
26. Engines with dual-plane intake, 1 5/8" primary tube & 3" collector headers, 7 1/4" minimum diameter clutch, OEM type transmission and 500 cfm 2 bbl. carburetor are allow a 50# weight break.

F. Touring Engine

1. See ASA Midwest Tour rules for Touring Engine rules.

Other engine configurations will be dealt with on a case-by-case basis.**CARBURETION**

1. See ASA Midwest Tour rules.
2. Any car required to use the Holley 2 bbl. model # 4412, may use a Keith Dorton model #0-80583-1 carburetor.

FUEL

1. Track fuel only must be used.
2. Must have a manual fuel shut-off valve at the fuel cell.
3. Refueling must be done by opening the access panel directly in front of the rear spoiler, and filling the fuel cell directly. No exterior fill tubes.

EXHAUST & MUFFLERS

1. Decibel limit for each car is 100 dB, measured from the middle of the grandstand.

COOLING SYSTEM

1. Any Radiator allowed. Cooling fan may be electric.

ELECTRICAL SYSTEM

1. Maximum of two, MSD or Crane, ignition boxes per car.

TRANSMISSION, DRIVELINE AND CLUTCH

1. See ASA Midwest Tour rules

REAR SUSPENSION

1. No fifth coil or hydraulic suspension systems.
2. No birdcage systems of any kind.
3. Trailing arms must be mounted to the rear end and frame with solid mounts.
 - a. No part of the rear axle mounting brackets may rotate.
4. Lower trailing arms must include 2 heim joints, 2 lock nuts and 1 one-piece adjusting tube only.
5. Upper link may be any style.
6. Panhard bar / 'J' bar must include 2 heim joints, 2 lock nuts and 1 one-piece adjusting tube only.

REAR SPOILER

1. Maximum rear spoiler height is 5".

MISCELLANEOUS

1. Two-way radios are optional.
2. All teams must have working scanners tuned to the track frequency during races, with either crew equipped with two-way radio to driver or driver listening.
3. All drivers must register their radio frequency with track officials. Those frequencies may be monitored. Inappropriate communication may result in fines, suspensions or both.

Amendments