

2008 CHARGER DIVISION **RULES AND REGULATIONS**

ALL PARTICIPANTS MUST ADHERE TO ALL THESE RULES

IMPORTANT NOTE: MUFFLERS ARE MANDATORY AT RIVERHEAD RACEWAY

LICENSE:

- All drivers must take out a NASCAR license. Anyone competing without a current license will be suspended for an indefinite period, and is subject to a fine.
- Riverhead Raceway and/or NASCAR reserves the right to approve or reject any or all license applications. A license can be used only by the member to whom it was issued and any other member who allows any other person to use, or attempt to use their license will be subject to disciplinary action.

INSURANCE:

- Any driver competing in this division must sign in at the back gate and obtain a "Pit Pass" for the current night of racing. Pit Pass insurance is mandatory at each event and must be purchased at the pit entrance. **ANYONE FOUND IN THE PIT AREA WITHOUT THE PROPER PIT PASS WILL BE FINED, AND THE CAR TO WHICH HE OR SHE IS ATTACHED WILL BE SET DOWN AT THE DISCRETION OF THE OFFICIALS.**

GENERAL INFORMATION:

- The promoter or race director has the right to reject the entry of any car or driver.
- Drinking of any intoxicating beverages on the racing premises, or prior to entering the pits is strictly forbidden until all racing events have been completed. Anyone caught doing so is subject to suspension.
- No driver, owner or mechanic shall participate in fights in motor pits or race premises at any time. **At all race meets the driver assumes full responsibility for actions of their pit crew in every aspect.**
- The track and/or division inspectors reserve the right to subject any car to an inspection. Failure to submit to an inspection will result in an immediate disqualification and loss of monies and all points for the night. The car will not be permitted to compete again until after an inspection has been conducted. It will be up to the official in charge to confiscate any unsafe equipment.
- Anyone caught rough riding will be suspended at the discretion of the official in charge or subject to a fine.
- No driver may get out of their race car or cross the race track while the race is in progress unless there is an unusual circumstance, such as fire.
- Anyone caught tampering with someone else's car will be suspended indefinitely.

PROTESTS:

**THE PROTEST FEE FOR THIS DIVISION WILL BE \$150 PLUS \$50 INSPECTORS FEE FOR A TOTAL OF \$200!
INTERNAL ENGINE PROTESTS WILL BE \$600 PLUS \$150 INSPECTORS FEE FOR A TOTAL OF \$750!
CRANK PROTEST WILL BE \$750 PLUS \$250 INSPECTORS FEE FOR A TOTAL OF \$1000!**

- All protests must be given to the Handicapper. A signed written protest specifying one specific item must be presented to the track officials with the appropriate protest fee, within 20 minutes after the posting of the event. All protests will be settled by the track officials. If the car protested is found illegal, the driver protesting will be refunded his money, less the inspector's fee. If the car protested is found to be legal, the protested car will receive the money.

- Visual protest will be considered anything external such as the carburetor, distributor caps, tires, etc. This protest may be reported to the Division Head and/or inspectors. There will be NO FEE for this type of protest and they must be protested 1/2 hour before the race.

PAGE 2 - CHARGER DIVISION - 2008

POINTS:

-Points this year will be kept on drivers only. Trophies will be awarded at the end of the year to top drivers. Points will be distributed as follows:

50 Points for first place; 48 Points for second place; and so on down the line.

-All fines levied will go into the point fund. Once the finish has been posted, it will be considered final.

COMPETING MODELS:

-This division is open to any intermediate or full size sedan from 1970 to 2008. No station wagons or convertibles. No compacts (Corvette, Mustang, etc.), no sub compacts (Pinto, Vega, Colt, etc.).

-The minimum wheelbase will be 108".

-Full frame models and unibody models will be allowed. Leaf spring cars permitted.

CAR BODIES:

The car body must meet the following requirements:

1. All cars must remain stock appearing and be neat.
2. Original dimensions of all bodies must remain as manufactured, except for changes which may be necessary for tire clearance. No lowering of body on frame. Body cannot be offset on the centerline of the tread width.
3. All cars must have complete bodies, hood, fenders, and bumpers in top quality condition. No light alloys, or fiberglass will be permitted as substitutes for steel for any parts of the body.
4. No streamlining allowed such as headlights, grills, top of windshields, or underpans. Car must remain standard in appearance.
5. Full windshield in good condition is compulsory. Windshield must be installed in its original standard position. Car number must be painted in upper right corner of the windshield. Front windshield opening may not be altered.
6. All doors must be fastened in an approved manner.
7. Fenders may not be cut or altered except for wheel or tire clearance.
8. All flammable material must be removed.
9. All body holes must be covered with tin.
10. Aftermarket steel bodies permitted and interchangeable. E.g.: Ford to Chevy, Chevy to Ford, etc. Fiberglass hood may be used. Aluminum bodies permitted. Hard plastic fenders permitted.
11. Aftermarket aluminum or fiberglass roofs permitted.
12. Body height shall be determined by measuring the overall height of the car from a distance of ten inches behind the top of the windshield on the roof centerline. The minimum height shall be 48 inches.
13. Minimum point of any body component may be no less than four inches from the ground.
14. Front spoiler (air dam) must have a minimum 5 inches of ground clearance.

PAGE 3 - CHARGER DIVISION - 2008

CAR WEIGHT:

1. All cars must maintain a minimum weight of 3,150 pounds, after the race, with the driver.
2. The maximum left-side weight shall be 58% of the total weight.
 - a. Seated in normal position with helmet in lap.
3. Added weight must be securely fastened with a minimum of two bolts, and must be painted white with car number and division clearly marked.
4. No weight may be fastened in the driver's compartment.
5. Dislodged weight can not be returned to the car for weighing after the race, with the exception of body parts and bumpers.
6. Minimum ground clearance to be four inches, measured with driver in car.
7. No weight mounted behind rear axle or in front of front wheels

SPOILERS:

1. No spoilers will be permitted front or rear.

GLASS:

1. Front windshield mandatory. A minimum of two straps 1/8 x one inch must be installed inside the windshield.
2. Rear windshield and side windows are optional. If used, they must be clear and the rear window must be mounted with two exterior straps 1/8 x one inch.

MIRROR:

1. Rearview mirror compulsory. Rearview mirror must not extend outside the car.
2. No side view mirrors are allowed.
3. The maximum size of the rearview mirror shall be 2 1/8 x 17 3/4.

HOOD:

1. Full hood mandatory. OEM type hood scoop optional. A hole may be cut in the hood for air cleaner clearance only.
2. Hood must be fastened with two fasteners in the front and either two hinges or fasteners in the rear.

REAR DECK LID/TRUNK:

1. The rear deck lid must be in operating condition and fastened with four fasteners.

BUMPERS:

1. Front and rear bumpers must be mounted at center hub height and may be reinforced with 1 1/2 inch pipe behind the bumper.
2. **Nerf bars are permitted but must be mounted at center hub height and have no jagged edges.**
3. **Nerf bars shall not extend beyond the outside edge of the tires, and must be capped.**
4. **No double nerf bars permitted.**
5. Tow bars required, both front and rear.

IDENTIFICATION/MARKING:

1. All numbers are assigned by the raceway office.
2. One or two digit numbers only. No letters.
3. Officially issued numbers must be at least 18 inches high and neatly painted on both sides of the car on the center of the door, and also painted on the front, rear and roof of the car.
4. Car make must be painted on the roof directly over the front windshield
5. Silver or gold foil number decals are not permitted.

PAGE 4 - CHARGER DIVISION - 2008

ENGINE:

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 forgings which have been machined according to the normal machining schedule utilized for standard production parts:

1. Cylinder Block:
 - a. material
 - b. number of cylinders
 - c. angle of cylinders
 - d. number of main bearings and type
 - e. integral or separate cylinder sleeves
 - f. location of camshaft
 - g. overall configuration

2. Cylinder Head:
 - a. material
 - b. number of valves per cylinder
 - c. type of combustion chamber
 - d. location/angle of spark plug
 - e. location/arrangement/angle of valves
 - f. type of valve actuation
 - g. number of intake and exhaust ports
 - h. center distance of intake and exhaust ports
 - i. shape of intake and exhaust ports
 - j. firing order

Engine must be factory stock. V-8 engines only. Engine may be changed within the manufacturer's line. All Charger cars must have the engine and carburetor sealed within the first four weeks of the season. After that, you may be disqualified if the car is inspected and any seal is broken. The number one spark plug may be no further back than the upper ball joint.

ENGINE DISPLACEMENT:

1. General Motors engines are allowed 350 cubic inches plus .030 inches overbore per cylinder.
2. Ford engines are allowed 351 cubic inches plus .030 overbore per cylinder.
3. Chrysler engines are allowed 360 cubic inches plus .030 inches overbore per cylinder.
4. No engine bore size may exceed .030.

ENGINE BLOCK:

1. The engine block must be of standard factory production with standard external measurements in all respects.
2. No aluminum or bowtie blocks permitted.

INTERNAL CHANGES:

1. Internal polishing, porting, altering and/or relieving of engine parts is not permitted.
2. No coatings of any type are permitted on any part of the engine.
3. No external crankcase evacuation devices permitted.

PAGE 5 - CHARGER DIVISION - 2008

PISTONS/RODS:

1. Any flat top piston may be used.
2. Valve reliefs may be cut into pistons.
3. No portion of the piston may protrude above the top of the block.
4. Aftermarket rods permitted. They must be a solid beam type steel sportsman rod. Rod length must be factory cast in rod. Chevrolet must use 5.700 rod.

CRANKSHAFT/BALANCER:

1. Only standard steel or cast iron production design crankshafts permitted.
2. No aftermarket design crankshafts permitted.
3. Stroke may not be increased or decreased.
4. No knife edge crankshafts permitted.
5. Only standard OEM type balancers are permitted. Aftermarket steel balancers are permitted. No aluminum balancers permitted.
6. Crankshafts must retain OE Mfg. casting numbers.

CYLINDER HEAD:

1. Cylinder heads must be of stock production only.
2. No bowtie, aluminum, Dart II, or angle plug heads permitted.
3. Limit of two valves per cylinder.
4. No titanium or other lightweight valves permitted.
5. No porting or polishing permitted.
6. External modifications will not be permitted.
7. Internal polishing, porting, and relieving is not permitted.
8. All heads are limited to a minimum 60cc combustion chamber.
9. No modifications to combustion chamber permitted, including unshrouding of intake or exhaust valve sides of chamber. Basic three angle valve job permitted. The only angles permitted will be as follows:

- Top angle 30 degrees
- Seat angle 45 degrees
- Bottom angle 60 degrees

A 70 degree or greater angle below bottom of valve seat is not permitted. The maximum grinding, cutting, or machining depth permitted will be limited to a maximum depth of .250 (1/4") as measured from top of the valve seat. All cutting, grinding, and machining in reference to the specified angles must be centered off the center line of the valve guide. Upon completion of valve job, all areas below the specified depth including but not limited to: short side radii, bowl area, port floors, port roofs, port sides, area above bottom of valve guide protrusion, port runners, port entrances, exhaust port exits, may not be machined relieved, ground, extrusion honed or altered in any manner. Cylinder heads must retain all factory stock as cast dimensions and configurations.

10. The use of the GM Vortec or Ford SVO series heads are not permitted.

HEAD GASKETS/SPACERS:

1. On all engines, only one standard flat gasket may be used between the head and the intake manifold. No wedge type gaskets allowed.
2. No metal or spacers allowed.

PAGE 6 - CHARGER DIVISION -2008

CAMSHAFT/VALVE LIFTERS/ROCKER ARMS:

1. Solid or hydraulic camshaft permitted.
2. No roller camshaft and/or lifters permitted.
3. No mushroom lifters permitted.
4. Stock diameter lifters only for make of engine.
5. Lifters must be similar in design/size as original equipment.
6. Stud type 1.50 to one ratio roller rocker arms are permitted.
7. OEM type timing chain only. No gear or belt drives permitted.
8. No stud girdles permitted.
9. Only steel valve spring retainers are permitted.
10. Shaft style rocker arm not permitted.

INTAKE MANIFOLD:

1. Absolutely no modifications/alterations allowed. This includes: grinding, porting, polishing, etching, coating, painting, acid dipping, port matching, increasing entry port size, beveling, machining of the carburetor mounting surface.
2. All casting numbers, manufacturer's numbers and firing order must remain on manifold.
3. Intake manifold must be approved by the officials.
4. The following aftermarket intakes may be used. All part numbers are current design Edlebrock series intake manifolds: Chevrolet - #2101 Chrysler - #2176 Ford "Windsor" - #2181. Absolutely no modifications/alterations allowed. This includes grinding, porting, polishing, etching, coating, painting, gold dipping, port matching, increasing entry port size, beveling and machining of the carburetor mounting surface.

CARBURETOR:

1. Stock R4412 Holley two barrel 500 cfm is the only legal carburetor.

BODY OF CARBURETOR:

1. No polishing, grinding or drilling of holes permitted.

CHOKE HORN:

1. Choke horn may be removed.

BOOSTERS:

1. Boosters may not be changed.
2. Size and shape of booster must not be altered.
3. Height must remain standard.

VENTURI:

1. Venturi area must not be altered in any way.
2. Casting ring must remain completely visible and may not be removed.

BASE PLATE:

1. Base plate must not be altered in size or shape.
2. No holes may be drilled in the base plate.

PAGE 7 - CHARGER DIVISION - 2008

BUTTERFLIES:

1. Stock butterflies must not be thinned or tapered.
2. Idle holes may be drilled in butterflies.
3. Screw ends may be cut even with the shaft but screw heads must remain standard.

THROTTLE SHAFT:

1. Throttle shaft must remain standard and must not be thinned, cut or nicked in any matter.

CARBURETOR SPACER/GASKET:

1. Only a one piece spacer, maximum one inch in thickness may be installed between the intake manifold and the carburetor.
2. The spacer must have two holes that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. No taper or bevels.
3. No sandwich type or insulator type gaskets permitted. The maximum gasket thickness shall be .065.

CARBURETOR JETS:

1. Jets of any size may be used.

CARBURETOR GASOLINE FILTER:

1. No plastic fuel filters allowed.
2. No additives may be added to fuel.

IGNITION SYSTEMS:

1. Stock type ignition systems only.
2. Dual point distributors allowed.
3. No MSD or other aftermarket ignition systems allowed.
4. Stock HEI ignition allowed but cannot use an external coil.
5. Coil must be similar in design to OEM.
6. All engines must retain stock firing order.
7. No traction control devices permitted.
8. MSD module is permitted.

STARTER:

1. Self starter must be in working order and be located in stock position.
2. Aftermarket starters are permitted provided that it mounts in OEM location.
3. All cars must start under their own power.

BATTERY:

1. The battery must be securely fastened and properly covered.
2. The battery cannot be located in the driver's compartment.
3. Battery kill switch mandatory.
4. One single 12 volt battery.

PAGE 8 - CHARGER DIVISION - 2008

ELECTRICAL SWITCHES:

1. The electrical switches must be located within easy reach of the driver and be properly labeled.

FAN:

1. The fan blade may not be removed.
2. No electric fans permitted.
3. Fan shroud may be used but cannot extend more than one inch behind fan blade.

RADIATOR:

1. Interchangeable radiator cores are allowed providing they do not alter the sheet metal for the make of car.
2. The radiator must remain stock appearing and remain in the stock mounting position.
3. All cars must have a radiator overflow can of at least one gallon in capacity.
4. The use of antifreeze is prohibited.

EXHAUST SYSTEM:

1. Twelve inch lobak mufflers must remain intact.
2. Headers are permitted. 1 5/8 inch diameter pipe with a 3 inch collector. No 180 degree headers permitted.
3. No porting, polishing, or welding of exhaust manifold.
4. Exhaust pipes must extend to outer edge of body.
5. **The mufflers must be the last item on the exhaust system and must exit behind the doors.**

CLUTCH/FLYWHEEL:

1. Minimum ten inch stock steel type clutch assembly only.
2. No turning or drilling.
3. Aluminum or special type flywheels are not permitted.
4. No multiple disc clutches permitted.
5. The minimum weight of the clutch, flywheel, and flywheel bolts shall be 25 pounds.

OIL PANS:

1. Wet sump only. No dry sump system or external pumps allowed.
2. Accusump systems prohibited.

TRANSMISSION:

1. Three and four speed standard transmissions only.
2. All forward and reverse gears must be in working order.
3. Scattershield highly recommended.
4. First gear may be removed and replaced with a spacer, in a standard transmission. No other machine work is permitted.
5. Must have at least 2 forward and one reverse gear in working order..

DRIVESHAFT:

1. The driveshaft and universal joints must be similar in design to standard production type.
2. All driveshafts must be made of steel and be painted white.
3. Two driveshaft straps required.

PAGE 9 - CHARGER DIVISION -2008

REAR END:

1. Passenger car rear end only. It may interchange from manufacturer to manufacturer. Welded spider gears or minispool may be used if original pin and carrier are maintained. No ratchet or limited slip rears permitted.
2. The distance measured from the center of the rear end housing to the rear hubs, left and right, where the wheels bolt on, must be within one inch in length.
3. Only steel axle housings permitted.
4. No full spools permitted.
5. Full floater rear axle will be permitted.

WHEELS/TIRES:

1. Steel wheels only. Maximum width 8 inches. Maximum offset 4 inches.
2. Track tire rule will be in effect and must be purchased at Riverhead Raceway.
3. No wheel spacers permitted.
4. The maximum allowable tread width, measured from the outermost part of the tire, both front and rear, shall be 78 inches.
5. Tire softener, soaking of tires or applying any substance, including but not limited to conditioners, will not be tolerated. Anyone found to be using an unauthorized tire will be fined and/or suspended and will start in rear for three weeks.

FRAME:

1. No holes may be cut in the frame rails to lighten frame.
2. Frame side rails may be altered to obtain 108 inch wheelbase.
3. Front and rear snouts must remain stock for make of frame.
4. No offset frames. Must use full dimension stock frame.
5. Cross member cannot be moved from original location.
6. No home made frame rails. OEM frame rails may be plated for safety.
7. Minimum ground clearance is four inches.
8. 2" x 4" steel tubing is permitted from the center of the rear axle to the rear bumper.
9. 2" x 4" steel tubing may be used in front of the steering box and A-frame mounts.
10. Front cross member and frame rails will be measured and verified by officials for year, make and model. Cross member and/or frame rails out of tolerance will be subject to disqualification.

SUSPENSION:

1. Stock production lower A frames only for make of frame, coil springs must mount in the stock original position and must be factory stock for make of car. Lower A frames must be unaltered and stock length.
2. Front mount of rear leaf spring must remain in its original position and be factory stock for make of frame.
3. OEM type cast iron spindles only. May be interchanged within manufacturer's line.
4. Tie rods, Pitman arms and idler arms must remain factory stock. Heim joints permitted.
5. Jacking bolts permitted with one jacking bolt per wheel.
6. Relocating of shocks permitted with one shock per wheel.
7. Heating of springs or adjusting torsion bars for better handling is permitted.
8. No mechanical device allowed in order for driver to shift weight while in motion.
9. No helper springs or traction bars.
10. Steering linkage must remain factory stock for make and model of frame. May be aftermarket magnetic steel.
11. Heim joints permitted on rear end sway bar and third link. No torque arms permitted.
12. OEM type trailing arms only for make of vehicle (ex.-GM in GM, Ford in Ford and Chrysler in Chrysler). Front mount must remain in its original location and must not be adjustable.
13. Three point rear suspension allowed.
14. Ball joint mount may be altered only to permit the use of a larger ball joint. A-frame mounts may be reinforced but must remain stock and remain in the stock location.
15. Front end components must remain stock for make of frame.
16. No twisting or shortening of rear end permitted.
17. No quick steer devices permitted.

PAGE 10 - CHARGER DIVISION - 2008

SUSPENSION CONTINUED:

18. Aftermarket upper control arms permitted. Stock type balljoints must be used. No adjustable or extended balljoints permitted. Upper control arm mounts may be changed.
19. Spindles, Wheel Bearings and Hubs- The spindles, wheel bearings, and hubs must meet the following requirements:
 - a. Front spindles must be linked to the frame using steel cables or other approved tether. One end of the cable with the large eye must wrap around the frame or the front crossmember and pass through the smaller eye. The large eye of the cable must loop over the upper portion of the spindle. The steel cable must be a minimum 5/16 inch wire rope constructed of 7x19 stainless secured by a pressed steel sleeve at each eye.

BRAKE SYSTEM:

1. Four wheel hydraulic brakes required.
2. OEM type brake parts only.
3. Master cylinder must be mounted on engine side of firewall.
4. Racing type brake pedals and master cylinders permitted.
5. Disc brakes may be used, both front and rear, but must use single piston brake calipers only. Two piece rotor allowed.
6. Hub must be one piece.
7. Brake adjuster valve, if used, must be located in the driver's compartment.
8. All 4 brakes must be in working order.

FIREWALL:

1. A steel firewall must separate the driver's compartment from the trunk.
2. All interior panels must be made of steel.

FUEL:

1. No additives or alterations to fuel. Competitor must declare fuel used.

FUEL CELL:

1. The fuel cell must have a steel outer container (no less than 18 gauge steel) completely enclosing the rubber bladder.
2. The fuel cell must have foam protection.
3. The inlet and vent lines must have a ball check or flapper valve.
4. The fuel cell must be a minimum of eight inches off the ground and be mounted on center of rear frame rails.
5. The cell should be secured with one inch by 1/8th inch straps (steel) with four straps across the top of the cell.
6. The cell must be protected with roll cage tubing on 1" x 1" x 1/8" square tubing in an X shape underneath the cell.
7. Fuel shut off valve mandatory and must be labeled and within the reach of the driver.
8. Fuel lines may not run inside the car.
9. Fuel cell may not protrude more than four inches below frame rails but must maintain eight inch ground clearance between reinforcement.

PAGE 11 - CHARGER DIVISION - 2008

SAFETY:

1. It is recommended that helmets meet the requirements set forth by the Federal government. Must be Snell 98 or newer.
2. A quick release lever type safety belt no less than three inches wide is compulsory. Shoulder harness and an additional V type seat belt is mandatory. Dated seat belts mandatory, not to exceed two years old.
3. Shoulder harness inertia reels can not be used.
4. Safety belts must come from behind the driver.
5. Safety belts must be securely fastened.
6. An approved seat must be securely fastened with a minimum four bolts in the bottom and two bolts in the top with either larger washers or metal straps.
7. Aluminum seat required. No homemade seats allowed.
8. It is recommended all cars install a trailing arm guard, made of steel, behind the driver's seat.
9. Hans device strongly recommended.

ROLL BARS:

1. All roll cages must meet the approval of the inspectors.
2. Square cage required.
3. Roll bars shall be a minimum of 1 3/4 x .090 thousandths seamless tubing.
4. Cars must have four side bars on the left side and three side bars on the right side.
5. Roll bars in the driver's area must be padded with foam rubber.
6. Center top of steering wheel must be padded.
7. Approved padded headrest mandatory.
8. Center windshield and brain bars mandatory.
9. Brain bar must be double padded.
10. Cars must be equipped with a fire extinguisher within easy reach of the driver.
11. An approved window net is mandatory.
12. Fire suits are mandatory.

ALL FINAL DECISIONS ARE MADE BY THE TRACK OFFICIAL IN CHARGE!!!