

2010 FIGURE 8 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 in order to compete. Anyone competing without a current license will be suspended for an indefinite period, and is subject to a fine.
- Riverhead Raceway and/or NASCAR reserve the right to approve or reject any and all license applications. A license can be used only by the member to whom it is issued and any member who allows any other person to use, or attempt to use, his license in any manner shall 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. If a driver signs in under a different division, such as Modifieds, it will not be necessary to obtain an additional "Pit Pass".
- 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 is attached, will be set down at the discretion of the Chief Steward.

DRIVERS ELIGIBILITY:

Any individual 21 years of age or over is eligible to drive. If any individual is between the ages of 18 and 21, he is eligible to drive, but only if he has a validated drivers license, and a notarized signed parental consent. (Minors releases available upon request).

GENERAL REGULATIONS:

- The Figure 8 stock division is designed to promote greater interest in stock car competition, enabling drivers to compete in auto racing without the expensive cost of Modified equipment. Division is open to all drivers, up to the discretion of the official in charge.
- Drinking of alcoholic 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 and the car to which he is attached will be set down. This rule applies to car owners and mechanics as well as the driver.
- The promoter or race director has the right to reject the entry of any car or driver. One member of the pit crew should remain with the car at all times. The track is not responsible for any car.
- At all race meets, the driver assumes the responsibility for actions of his pit crew in every respect. No pit crews allowed on the ramp or infield at any time without the permission of the Chief Steward. The driver shall be the sole spokesman for his car, owner and pit crew in any and all matters pertaining to the race, and must talk to the track official in charge.
- No one shall subject any official to abuse or improper language at any time. Anyone doing so, will be subject to immediate suspension. This rule will be strictly enforced. Decision of race officials on interpretation of rules pertaining to race procedure or scoring of positions shall be considered final. Under no circumstances shall anyone enter the press box to protest the finish of a race. It must be settled with the officials in the pits. At any given time during a race if a driver's door or any sheet metal is ripped away exposing the driver, gas tank etc. he will be black-flagged from the race. The track reserves the right to subject any car to a mechanical inspection at the discretion of the official in charge. The inspection will be done by removing the head to check bore and stroke. There will be no reimbursement for gaskets. Failure to submit to a mechanical inspection will result in an immediate disqualification and loss of all points for the year. The car will not be permitted to compete again until an inspection has been conducted. One half hour will be allowed for cool off time. During this time everything other than head bolts must be removed, i.e. - valve assembly, manifold, etc.

GENERAL REGULATIONS CONTINUED:

-The track official in charge has the right to subject any driver to a physical examination before being allowed to compete. In the event of an accident, we have an excellent ambulance crew in attendance. When the ambulance and/or ambulance crew arrives, they will be in complete charge of any and all injuries. They are experienced and know what to do. Let them handle things. In case any assistance is needed, anyone in the immediate area willing to help will be under the direction of the ambulance crew. Anyone not involved in the accident shall remain in their car.

-No drivers, owners or mechanics shall be part of, or participate in, any action or activity considered detrimental to stock car racing or Riverhead Raceway.

-No drivers, owners or mechanic shall participate in fights in motor pits or race premises at any time. Anyone participating in a fight on the race premises will automatically be suspended and be subject to a fine.

-All drivers, owners and/or mechanics assume full responsibility for any and all injuries sustained, including death and property damage, any time they are on racing premises, en route thereto and therefrom. This pertains to the prevention of a driver, car owner or mechanic suing anyone at any time. This has nothing whatsoever to do with insurance. Report all injuries to the ambulance driver in charge. This must be reported the night of the show, no matter how minor it may be. Be sure he writes down your name, address and the nature of the injury.

-It will be up to the discretion of the official in charge to confiscate any unsafe equipment. No driver may get out of his racecar or cross the track while the race is in progress unless there is an unusual circumstance (i.e.-fire) and will be subject to suspension and fine. Anyone caught rough riding will be subject to a fine and/or suspension at the discretion of the official in charge.

-Ill-handling cars that are not corrected within two weeks after notice from officials will start scratch for the next two weeks. If after starting scratch they still do not handle, then they will not be permitted to compete for two weeks. However, they will be permitted to participate in pre-race warm-ups. If a car develops a flat tire, it must immediately pull into the infield. You will no longer be able to compete and are subject to suspension.

PROTESTS:

-The protest fee for this division will be \$150.00 plus \$50.00 inspector's fee for a total of \$200.00. Internal engine protest will be \$600. plus \$150. inspectors fee for a total of \$750. Crank protest will be \$750. plus \$250. inspector's fee for a total of \$1000. A signed written protest with appropriate protest fee in cash must be presented to the handicapper in charge within 20 minutes after the feature race is posted. All protests will be settled by the officials after the feature event.

-If a car is protested and found to be illegal, the driver posting the protest will be refunded the protest fee minus inspector's fee. If a car is protested and found legal, the protested car will receive the the protest fee minus inspectors fee. The protest action will be settled by the officials in charge. Visual protest will be considered anything external, such as carburetor, distributor and cap, etc. This protest must be reported to the official 1/2 hour before the race. There is no protest fee for a visual protest. The officials' decision is final. When a car is protested, the only persons permitted to witness the tear down and inspection will be the track officials, the protester plus one person selected by him (and approved by the officials), the driver, owner, and mechanic of the car being protested. This rule will be strictly enforced and any driver, owner and mechanic or family and friends of any driver, owner and mechanic who violate the above rule will result in suspension of the driver and/or car to which these persons are associated with. Suspension and/or fine is made at the discretion of the officials in charge. If any car is not available for a protest inspection for a minimum of 5 minutes after completion of feature event, then the car will be considered illegal, and will be disqualified. All points made for the night will be forfeited. Final discretion up to Chief Steward.

PROTEST PENALTIES:

Should a protested car be found illegal, driver and car will forfeit all money and points earned for the night, and are subject to suspension at the discretion of the officials. Only a driver with a valid NASCAR license competing in the event will be permitted to protest a car.

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POINTS:

- Points will be kept on drivers and trophies will be awarded at the end of the year, from first to fifth spot for drivers.
- A cash point fund will be kept consisting of 5% of the purse per race meet, plus fine money.

ORDER OF RACING:

- All qualifying heats and consolation events will be run on the Figure 8 course. The feature will be run on the Figure 8 course. Damaged or lapped cars will be black flagged at the discretion of the Chief Steward.
- In the event the promoter does not issue rain checks when race meet is halted due to rain or curfew, the uncompleted races and the prize money for the same shall be carried over as part of a double feature race meet on the next available date, which will be decided by the promoter. A Figure 8 race that has completed ten laps or more will be considered a complete race. -The promoter reserves the right to schedule an uncompleted Figure 8 feature (to be run on the Figure 8 course) for an open date which was not originally scheduled for a Figure 8. This is done so as not to put the strain of two features being run on one night.

COMPETING MODELS/BODY REQUIREMENTS:

1. Final decision on eligibility of body style is up to officials.
2. Any automobile body with a factory manufactured steel roof is eligible. A fiberglass aftermarket roof is permitted.
3. The body must be neatly installed on the frame.
4. No excess cutting or chopping of body is permitted.
5. All cars must have complete bodies, hood, fenders and bumpers in top quality condition.
6. All doors must be fastened in an approved manner.
7. All interior hardware must be removed.
8. All flammable material must be removed.
9. All cars must run complete **stock fenders**. Fenders may be cut and rolled for tire clearance only.
10. No cutting of doors or rear window opening permitted.
11. The minimum wheelbase is 105".
12. Rubber or fiberglass front nose permitted.
13. No car is to be painted more than 50% black, for visibility reasons.

CAR WEIGHT:

1. All six cylinder engines will require a minimum weight of 2,900 pounds with the driver, after the race. All V-8 engines will require a minimum weight of 3,200 pounds, with the driver, after the race. All engines will have a maximum rear weight percentage of 47.5%.
 - a. Driver must sit normal in seat with helmet in lap.
2. Added weight must be securely fastened with a minimum of two bolts.
3. No weight may be fastened in the driver's compartment.
4. Dislodged weight cannot be returned to the car for weighing after the race, with the exception of body parts and bumpers.
5. All added weight must be painted white, with car number and division clearly marked.
6. No weight to be mounted behind rear wheels or in front of front wheels.

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SPOILERS:

1. A factory type rear spoiler may be used but must meet approval of the officials.
2. 4 inches in height - 60 inches in length.

GLASS:

1. A full front windshield, made of lexan or equivalent, is required.

MIRROR:

1. Rearview mirror mandatory. 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.
2. Hood scoop permitted but cannot exceed three inches in height.
3. Air cleaner cannot protrude more than two inches through the hood.
4. 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:

Front Bumper:

1. OEM type front bumper mandatory.
2. No homemade bumpers permitted.
3. Front bumper may not be reinforced.
4. Cars running stock bumper covers may run an 1 3/4 diameter, maximum .095 wall, bar on the inside of the cover.
5. Center line of front bumper will measure 14 inches to the ground.
6. Front bumper may not extend out past the fenders.
7. No jagged edges permitted.

Rear Bumper:

1. Rear bumper may be either stock OEM type or aluminum channel.
2. Rear bumper may be reinforced to protect the back of the car, using a maximum 1 3/4 diameter .095 maximum tubing on outside of bumper and quarter panel.
3. The center line of the rear bumper must measure 14 inches to the ground.
4. No jagged edges permitted.

Nerf Bars:

1. Nerf bars are required and must be mounted at center hub height.
2. Single diameter, straight nerf bars only.
3. No double nerf bars permitted.
4. No jagged edges permitted.
5. The maximum diameter of the nerf bars shall be 1 3/4 diameter .095 maximum tubing.
6. Nerf bars not to extend past outside of tires.
7. May use square tubing. Must be flush to body.

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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. Number must also be 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.

2010 FIGURE 8 DIVISION
RULES & REGULATIONS FOR 6 CYLINDER ENGINES

WEIGHT:

- All 6 cylinder engines will require a minimum weight of 2,900 pounds with the driver, after the race. All 6-cylinder engines will have a maximum rear weight percentage of 47.5%.
- Driver must sit normal in seat with helmet in lap.

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 parts
 - h. center distance of intake and exhaust parts
 - i. shape of intake and exhaust parts
 - j. firing order

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ENGINE CONTINUED -

Engines may be interchanged (example: Ford in Chevy). No V-6 engines allowed. No overhead cam engines allowed. The following are the only allowable engines:

<u>CHEVROLET</u>	<u>FORD</u>
230	240
230 + .060	240 + .060
250	250
250 + .060	250 + .060

NOTE:

All Figure 8 cars must have the engine, carburetor and side cover 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.

ENGINE LOCATION:

1. The engine may be set back for exhaust clearance only.
2. The engine must remain in the engine compartment forward of fire wall.

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 permitted on any part of the engine.

PISTONS/RODS:

1. Any flat top piston may be used.
2. Valve reliefs may be cut into pistons.
3. Stock stroke must be maintained.
4. Maximum rod length on all 6-cylinder engines is 5.70 inches.
5. No aluminum rods permitted.

CRANKSHAFT/BALANCER:

1. Crankshaft must be similar in design to OEM.
2. Stroke may not be increased or decreased.
3. Only standard OEM balancers permitted. Fluid dampers are permitted.
4. No lightening or grinding of crankshaft counter weights permitted.

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CYLINDER HEAD:

1. Cylinder heads must be of stock production only.
2. No aluminum heads permitted.
3. Limit of two valves per cylinder.
4. Valve size must remain stock for make of head.
5. No porting, polishing, relieving, port matching or bowl blending permitted. Intake and exhaust ports, intake runners, bowls and combustion chamber must maintain their stock configuration.
6. No matching of port dividers permitted.
7. All head bolts must maintain stock OEM length. Head studs are permitted as long as they remain in the stock position and the head bosses are of stock configuration.

CAMSHAFT/VALVE LIFTERS/ROCKER ARMS:

1. Any flat tappet camshaft allowed.
2. No roller camshaft and/or lifters permitted.
3. Lifters must be similar in design/size as OEM.
4. Roller rocker arms are permitted.
5. No mushroom lifters are permitted.
6. No rocker stud girdles permitted.

INTAKE MANIFOLD:

1. Any stock intake permitted. No homemade manifolds permitted. Clifford or Offenhouer intake manifolds are permitted.
2. No porting, polishing or other alterations allowed.
3. Maximum three inch spacer between the carburetor and intake manifold.

CARBURETOR:

1. Stock R4412 Holley two barrel 500 cfm is the only legal carburetor.
2. Only one carburetor permitted.

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.

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BASE PLATE:

1. Base plate must not be altered in size or shape.
2. No holes may be drilled in the base plate.
3. No sandwich type or insulator type gaskets permitted. Maximum gasket thickness is .065.

BUTTERFLIES:

1. Stock butterflies must not be thinned or tapered.
2. Idle holes may be drilled in butterflies.

THROTTLE SHAFT:

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

CARBURETOR JETS:

1. Jets of any size may be used.

CARBURETOR FUEL FILTER:

1. No plastic fuel filter allowed.
2. No additives may be added to the gasoline.

IGNITION SYSTEM:

1. Stock appearing ignition system.
2. Any single point stock production distributor permitted.
3. Only one coil permitted.
4. MSD systems permitted.
5. Stock type electronic ignition permitted.

STARTER:

1. Self starter must be in working order.
2. All cars must start under their own power.

BATTERY:

1. One 12-volt battery mandatory.
2. The battery must be securely fastened and properly covered.
3. Battery kill switch mandatory.
4. Stock production batteries only. No aftermarket design or gel cell batteries permitted.

OILING SYSTEM:

1. Wet sump oil pans only.
2. No dry sump systems permitted.
3. No external oil pumps permitted.
4. Accusump systems permitted.

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ELECTRICAL SWITCHES:

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

FANS:

1. Electric fans permitted.
2. Fan shroud may be used but cannot extend more than one inch behind the fan blade.

RADIATOR:

1. Any radiator may be used providing it does not alter the sheet metal.
2. All cars must have a radiator overflow can of at least one gallon in capacity.
3. The use of anti-freeze is prohibited.

EXHAUST SYSTEM:

1. Twelve inch lobak mufflers are mandatory and may not be altered in any way.
2. Exhaust manifold and pipes may be modified, but they must head downward.
3. Exhaust pipes may not protrude through the fenders.
4. The mufflers must be the last item on the exhaust system and the exhaust must exit behind the doors.

CLUTCH/FLYWHEEL:

1. Stock appearing clutch permitted.
2. Multi-disc clutches are permitted.
3. Stock flywheel may be machined.
4. Aluminum flywheels are permitted.

2010 FIGURE 8 DIVISION
RULES & REGULATIONS FOR V-8 ENGINES

WEIGHT:

- All V-8 engines will require a minimum weight of 3,200 pounds with the driver, after the race. All V-8 engines will have a maximum rear weight percentage of 47.5%.
- Driver must sit normal in seat with helmet in lap.

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

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ENGINE CONTINUED:

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 parts
 - h. center distance of intake and exhaust parts
 - i. shape of intake and exhaust parts
 - j. firing order

Engines may be interchanged (example: Ford in Chevy). V-6 engines are NOT allowed. V-8 engines ARE allowed. No overhead cam engines allowed.

ENGINE DISPLACEMENT:

1. General Motors engines are allowed with a maximum 355 cubic inches. (350 cubic inches plus .030 inches over bore).
2. Ford engines are allowed 351 cubic inches plus .030 inches over bore per cylinder. 351 Windsor is the only Ford block permitted.
3. Chrysler engines are allowed 360 cubic inches plus .030 inches over bore per cylinder.
4. The maximum allowable compression shall be 10.0 to one in all cylinders.

ENGINE BLOCK:

1. The block must remain factory stock.
2. No coatings permitted on any part of the engine.
3. The engine block must remain factory stock with all standard external dimensions with the exception of boring the cylinder.
4. No internal porting, polishing, relieving, squaring or coating of the engine block permitted.
5. 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.

PISTONS/RODS:

1. Only three ring groove, full skirt pistons allowed.
2. (Chevy in Chevy, Ford in Ford, etc.).Steel sportsman type rods will be permitted on Chevrolet V8 engines. Maximum length will be 5.700. Size must be forged (cast) into beams. No 'H' beam style rods permitted.
3. No portion of the piston may protrude above the top of the block.
4. Valve reliefs may be cut into pistons.
5. Steel connection rods only. Sportsman rods permitted.
6. No bowtie rods permitted.
7. The maximum rod length shall be: GM - 5.70 Ford Windsor - 5.954 Chrysler - 6.00

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CRANKSHAFT/BALANCER:

1. Only standard steel or cast iron OEM production crankshafts permitted.
2. No aftermarket design crankshafts permitted.
3. Stroke may not be increased or decreased.
4. No knife edge crankshafts permitted.
5. No balancing or any other machine work is permitted. Only OEM balance weights and drilling permitted.
6. The harmonic balancer must remain factory stock. No aftermarket balancers are permitted.

CYLINDER HEAD:

1. Cylinder heads must be of stock production only.
2. No bowtie, aluminum, Dart II, or GM angle plug heads permitted.
3. Valve size must remain stock.
4. Limit of two valves per cylinder.
5. No titanium or other light weight valves permitted.
6. No porting, polishing, relieving or coating of the cylinder head permitted.
7. External modifications will not be permitted.
8. Valve springs, retainers and keepers must remain OEM stock. Single diameter valve springs only.
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

CYLINDER HEAD:

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 centerline of the valve guide. Upon completion of the 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.

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. No metal or bakelite spacers allowed.

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. No roller rocker arms permitted.
7. Rocker arms must be the same as original equipment.
8. Rocker arm stud girdles are not permitted.
9. OEM type timing chain only. No gear or belt drives permitted.
10. Rocker arm shafts must be the same as OEM. Rocker arm shafts supports must be made of steel.

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INTAKE MANIFOLD:

1. Stock cast iron two-barrel manifolds with two-port style only.
2. No aluminum intake manifolds permitted.
3. No four-barrel manifolds permitted.
4. 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.
5. All casting numbers, manufacturer's numbers and firing order must remain on manifold.
6. Intake manifold must be approved by the officials.

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. Booster 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.

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 manner.

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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.

IGNITION SYSTEM:

1. Stock ignition systems only.
2. Dual point distributors are not permitted.
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. Engines must retain stock firing order.
7. No traction control.

STARTER:

1. Self starter must be in working order and be located in stock position.
2. All cars must start under their own power.

EXHAUST SYSTEM:

1. Twelve inch lobak mufflers must remain intact.
2. Stock cast iron exhaust manifolds only.
3. No headers.
4. No porting, polishing or welding of exhaust manifold.
5. Exhaust pipes must extend to the outer edge of body.
6. The mufflers must be the last item on the exhaust system and must exit behind the doors.

OIL PAN:

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

CLUTCH/FLYWHEEL:

1. Factory stock OEM steel flywheel only. No aftermarket flywheels permitted. No aluminum flywheels permitted.
2. Stock steel type clutch assembly combined with the flywheel and flywheel bolts must weigh a minimum of 30 pounds.
3. Minimum clutch diameter shall be ten inches.
4. No turning or drilling permitted.
5. No multiple disc clutches permitted.

TRANSMISSION:

1. Steel scattershield mandatory.
2. Automatic transmissions are not permitted.
3. Stock OEM three or four speed transmission, with a reverse gear permitted. The only modification allowed to the transmission is the removal of first gear. No aftermarket gears permitted.
4. No aftermarket transmissions permitted.

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DRIVESHAFT:

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

REAR END:

1. Stock 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. Only steel axle housings permitted.
3. No full spools permitted.
4. Full floater rear is permitted.
5. No quick change rear ends permitted.
6. No aftermarket rear ends or center sections permitted.

WHEELS/TIRES:

1. Steel wheels only. No aluminum wheels permitted.
2. Split rims are NOT permitted.
3. Maximum width of rims is ten inches.
4. Safety hubs may be used.
5. Track tire rule will be in effect and must be purchased at Riverhead Raceway.
6. 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.

FRAMES/SUSPENSIONS:

1. Any passenger car frame permitted. Canadian SCP 2" x 4" front clip permitted. This front clip must have stock suspension mounts. Coil-over shocks permitted on this clip
2. Suspension systems are interchangeable.
3. Sway bars may be used.
4. Only one shock permitted per wheel. Steel non-adjustable smooth bodied shock.
5. Minimum ground clearance is four inches with the driver in the car.
6. A minimum height of 45 inches and a maximum height of 50 inches is permitted with the driver in the car.
7. Homemade chassis are permitted, two inches by three inches thickness 125 thousandths. From firewall back.
8. A measurement of 36 inches must be maintained for the rear frame length. This is measured from the center of the rear axle to the rear bumper.
9. Coil over suspensions permitted, front and rear. Coil over kits allowed for adjustment.
10. The front clip must remain factory stock. No homemade front clips permitted.
11. Spindles, Wheel Bearings and Hubs- The spindles, wheel bearings and hubs must meet the following requirement:
 - 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.

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FIRE WALL:

1. A steel fire wall must separate the driver's compartment and the trunk and engine compartments.

FUEL:

1. Automotive pump type gasoline only. No additive.
2. No electric fuel pumps permitted.

FUEL CELL:

1. Fuel cell mandatory and be a maximum 22 gallons.
2. The fuel cell must have a steel outer container (no less than 18 gauge steel) completely enclosing the rubber bladder.
3. The fuel cell must have foam protection.
4. The inlet and vent lines must have a ball check or flapper valve.
5. The fuel cell must be a minimum of eight inches off the ground.
6. The cell should be secured with one inch by 1/8 inch steel straps with four straps (two in each direction) across the top of the cell.
7. The cell must be protected with roll cage tubing on 1 inch x 1 inch x 1/8 inch square tubing in an X shape underneath of the cell.
8. Fuel shut off valve mandatory and must be labeled and within the reach of the driver.
9. Fuel lines may not run inside the car.

SAFETY:

1. It is recommended that helmets meet the requirements set forth by the Federal government. Must be Snell 2000 or later.
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 belts not to exceed two years old.
3. Shoulder harness inertia reels cannot be used.
4. Safety belts must be securely fastened.
5. Belts must come from behind the driver.
6. An approved seat must be securely fastened with a minimum four bolts in the bottom and two bolts in the top with either large washers or metal straps. Aluminum seats only.
7. It is recommended all cars install a trailing arm guard, made of steel, behind the driver's seat.
8. Rusted or weathered roll cages will not be permitted.
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 minimum of 1 3/4 x .095 thousandth seamless tubing.
4. Cars must have four side bars on the left side and three side bars on the right side. An additional bar must be installed in the roof of the car running from the rear horizontal bar to the front horizontal bar.
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 with a minimum of 16 square inches.
8. Gussets mandatory.
9. Center windshield and brain bars mandatory.

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ROLL BARS CONTINUED:

10. Brain bar must be double padded.
11. Cars must be equipped with a fire extinguisher within easy reach of the driver.
12. An approved window net is mandatory.
13. Fire suits are mandatory.
14. An intrusion plate must be added to the left side door. Minimum of 1/16th inch.

FLAGS:

- GREEN** - Start of race. Also used to indicate track clear after a caution (Yellow Flag).
- RED** - "Stop" there are unsafe racing conditions.
- YELLOW** - Caution, there is an obstruction on track, pass with caution until the green flag is displayed.
- WHITE** - One lap to go.
- BLACK** - Disqualified. Scoring on your car will stop immediately when you receive the black flag. Anyone ignoring the black flag is subject to suspension.

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