

2010 LATE MODEL DIVISION **RULES AND REGULATIONS**

ALL PARTICIPANTS MUST ADHERE TO ALL THESE RULES

IMPORTANT NOTE: MUFFLERS ARE MANDATORY AT RIVERHEAD RACEWAY

COMPETING MODELS:

- This division is open to 1980 through 2010 models of American manufactured hardtop passenger two door sedans.
- Two door models with a stock wheelbase of not less than 105 inches allowed. Approved cars with less than 105-inch wheelbase. In order to obtain the 105-inch wheelbase, the rear axle assembly must be moved toward the rear of the frame.

CAR BODIES:

1. All cars must have complete bodies, hood, fenders, bumpers and grill in top quality condition.
2. Original dimensions of all bodies must remain as OEM manufactured, except for changes, which may be necessary for tire clearance.
3. Bodies must fit templates.
4. One exposed bar, both front and rear, must mount between the frame rails above the bumper for towing. No chains permitted.
5. Front and rear bumpers may not extend outside of bumper covers. No part of the bumpers, front and rear, may extend outside of bumper covers. Stock passenger car bumpers may be reinforced using a piece of 1 3/4 diameter tubing.
6. **Nerf bars may be used but cannot extend past the outer edge of the tire. No jagged edges. Nerf bars must be mounted at the center hub height, and must be capped. Double nerf bars are not permitted. This will be STRICTLY ENFORCED. If outer edge of tire is inside wheel well, nerf bars must be mounted as close to body as possible.**
7. Fenders may be trimmed for tire clearance only.
8. Fiberglass body parts, similar in design and appearance to OEM, may be used.
9. Doors must be securely fastened.
10. All cars must be painted.
11. Right side of floor may be raised eight inches starting at the center of the drive shaft to the right door.
12. Hood must have positive fasteners, left, right and center. Also, two positive type fasteners on back of hood when hinges have been removed.
13. Trunk lid must be in operating condition with positive type fasteners.
14. All cars must have full floors and firewall of steel.
15. All cars must have rear body panel. No screen.
16. All interior panels must be made of steel. No aluminum panels permitted.

CAR WEIGHT:

1. All cars with a type I motor must weigh a minimum of 2,950 pounds with the driver, after the race.
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. All added weight must be painted white, with car number and division clearly marked.
5. Dislodged weight cannot be returned to the car for weighing after the race, with the exception of body parts and bumpers.
6. The weight rule is subject to change at any time, with a weeks notice, in order to ensure that the type I and type II motors remain competitive with each other.
7. The maximum left side weight is 58% with the driver.
 - a. Car weighed with driver in normal position with helmet in lap.
8. No weight to be mounted behind rear axle or in front of front wheels.

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SPOILERS:

1. Front Spoiler -
 - a. An approved spoiler may be mounted to the front underside of cars.
 - b. The optional non-adjustable front spoiler must be installed a minimum of three inches behind the lower trailing edge of the front bumper and the leading edge of the spoiler cannot extend forward beyond the lower trailing edge of the bumper and cannot extend over two inches below the lowest point of the frontal area.
 - c. The maximum width of the front spoiler is 36 inches.
 - d. Front spoilers must be mounted perpendicular to the ground with no bends or breaks.
 - e. All support brackets must be mounted to the rear of the spoiler.
 - f. Metal spoiler only.
2. Rear Spoiler -
 - a. Single plane only.
 - b. Maximum 5 inches high by 60 inches wide.
 - c. No solid brackets allowed.
 - d. Rear spoiler must be clear Lexan.
3. Roof Rails will be permitted. Rails not to exceed one inch in height and must follow the natural line of the roof. Final approval up to the discretion of the official in charge.

GLASS:

1. Headlights and taillights must be removed.
2. Headlight and taillight holes must be covered with metal.
3. A complete safety windshield covering the entire windshield opening is mandatory.
4. All other glass must be removed.
5. Rear window optional. Must be clear.
6. Lexan may be used. No plexiglass.
7. A minimum of two straps 1/8 x 1 inch must be installed inside the front windshield.
8. If a rear window is used, two straps must be installed on the outside of the windshield.

MIRROR:

1. Rearview mirror compulsory. Rearview mirror must not extend outside the car.
2. Side view mirror permitted with a maximum diameter of five inches. The mirror cannot extend outside the car.
3. The maximum size of the rearview mirror shall be 2 1/8 x 17 3/4.

HOOD:

1. Full hood mandatory.
2. Hood scope optional but must be sealed in the front.

IDENTIFICATION/MARKINGS:

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. Driver's name must be painted on car roof over door on right side.
6. Engine size and weight must be painted on hood.
7. A four-inch number should be painted on the right upper corner of the windshield.
8. Silver or gold foil decals are not permitted.

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NOTE: ALL LATE MODEL 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.

ENGINE:

Due to the limited availability of new Chevrolet bowtie heads, the Dart cast-iron head and World Products head is approved for use, with no weight penalty, in the Late Model Division. Other mfg. heads will not be permitted.

The intake manifold mounting holes, in the Dart head, may not be plugged and relocated from their original position. A Fel-Pro part number 1205 intake manifold gasket is the only gasket permitted and must be unaltered. A stock Dart head will be available for our comparison. Any deviation in the intake mounting hold location or angle for our sample is not permitted.

All other cylinder head rules remain the same and pertain to all cylinder heads.

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. arrangement of valves
 - d. type of valve actuation
 - e. number of intake ports
 - f. number of exhaust ports
 - g. center distances of intake ports
 - h. center distances of exhaust ports
 - i. shape of intake and exhaust ports
 - j. firing order.

NO COATINGS OF ANY TYPE PERMITTED ON ANY PART OF THE ENGINE!

ENGINE LOCATION:

1. The forward most spark plug must be located no further back than the centerline of the upper right and left ball joints, race ready.

ENGINE DISPLACEMENT:

1. 358 maximum.
2. The only Ford engine allowed is the 351 Cleveland.

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ENGINE BLOCK:

1. The engine block must be of standard factory production with standard external measurements in all respects.
2. Cast iron blocks only.

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. Steel connecting rods only.
5. No aluminum, stainless steel or titanium rods permitted.
6. A removable inspection plug, a minimum one-inch pipe, must be located in the side of the oil pan.

CRANKSHAFT/BALANCER:

1. Standard steel or cast iron production design crankshafts permitted.
2. Aftermarket steel crankshafts permitted. Any bore/stroke combination permitted providing it does not exceed 358 cubic inches.
3. Only standard OEM type balancers permitted. Fluidampner type balancers are permitted. No totally aluminum balancers permitted.

CYLINDER HEAD:

1. Cylinder heads must be of stock production only.
2. Stock cast iron heads only.
3. Limit of two valves per cylinder.
4. No titanium or other lightweight valves permitted.
5. External modifications will not be permitted.
6. No spacers permitted between head and intake manifold.
7. All cylinder heads must be approved by Riverhead Raceway.
8. The minimum valve angle is 20 degrees.
9. The use of the GM Vortec or Ford SVO series heads is not permitted.

HEAD GASKETS/SPACERS:

1. No wedge type gaskets allowed between the head and intake manifold.

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. Lifters must be similar in design as OEM.
5. Roller rocker arms permitted.

INTAKE MANIFOLD:

1. Any two or four barrel cast iron or aluminum manifold allowed.
2. No tunnel or cross ram manifolds permitted.

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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 be completely visible and may not be removed or altered in any way.

BASE PLATE:

1. Base plate must not be altered in size or shape.
2. No holes may be drilled in 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 necked in any manner.

SPACER/GASKETS:

1. Only a one-piece spacer, maximum 1 inch in thickness, may be installed between the intake 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.

FUEL FILTER:

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

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IGNITION SYSTEM:

1. Magnetos permitted.
2. One MSD control. Analog style only.
3. No external rev limiter or timing control modules permitted.
4. No traction control devices permitted.
5. When using a crank trigger device or similar component and a distributor, only one of these components may be connected while competing. You may use either a crank trigger or the distributor. Connector(s) for these units must be accessible and visible at all times. If any of these components are found to be used together the car will be disqualified, parts confiscated and the driver will be disciplined at the discretion of the chief steward.
6. All engines must use stock firing order.

STARTER:

1. Self starter must be in working order.
2. 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 and ignition shut off switches mandatory.
4. Only one 12-volt battery permitted.

GAUGES:

1. Analog gauges only.
2. Digital type gauges not permitted.

ELECTRICAL SWITCHES:

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

RADIATOR/FAN:

1. Interchangeable radiator cores are allowed providing they do not alter the sheet metal for the make of the car.
2. 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.
5. Electric fans permitted.
6. Fan shroud may be used but cannot extend more than one inch behind fan blade.

EXHAUST SYSTEM:

1. Twelve-inch lobak mufflers must remain intact.
2. Headers allowed but must remain inside frame rails and exit at firewall into a collector and muffler.
3. 180-degree headers are not permitted.
4. Extra brackets mandatory.
5. Exhaust pipes must exit body to rear of doors outside of body.
6. Crossover exhaust headers will be allowed, but must remain inside frame rails until they exit into the mufflers.
7. **The mufflers must be the last item on the exhaust system and must exit behind the doors.**

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DRIVE TRAIN/TRANSMISSION/CLUTCH:

1. Standard transmission only.
2. Standard transmission must have at least two forward and one reverse gear in working order.
3. No quick gear change or S speed transmissions permitted.
4. Absolutely no aftermarket transmissions allowed.
5. Multiple disc clutch permitted. Only steel discs permitted. The use of carbon fiber or other lightweight materials are not permitted. In the 2010 season minimum clutch diameter will be 5 ½ inches.
6. The driveshaft and universal joints must be similar in design to standard production.
7. All driveshafts must be steel and painted white.
8. Two driveshaft straps required.
9. NASCAR approved scattershield required

OIL PAN:

1. Wet sump only.
2. No dry sumps or external oil pumps.
3. Accusump system allowed

REAR END:

1. Locked rear ends permitted.
2. Quick change rear ends permitted.
3. Full floater rear end permitted.
4. Only aluminum or steel spools permitted.

WHEELS/TIRES:

1. Track tire rule will be in effect and must be purchased at Riverhead Raceway.
2. Riverhead Raceway officials must approve all tires.
3. All four tires on the car must be the same brand.
4. Tires must be used in the approved location.
5. Any grinding or altering of the identification will result in strict penalties.
6. Steel wheels mandatory. Maximum ten-inch width.
7. All wheels must be of same size.
8. Heavy-duty lugs and lug nuts recommended.
9. Wheels may be reinforced.
10. The maximum tread width, both front and rear, measured from the outer most part of the tire is 79 inches.
11. Tire softener, soaking of tires or applying any substance, including but not limited to conditioner 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.

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FRAME:

1. A tubular steel frame may be used, except that the front snout, beginning a minimum of twenty-two inches rearward of the center line of the front spindles and extending forward to the front of the radiator, must be product of the automobile OEM manufacturer. Snouts must remain stock OEM. The only modifications permitted are for spring buckets, shocks, and the top of the cross member may be cut for oil pan and fuel pump clearance.
2. No offset frames.
3. The distance from the outside edge of the frame rails, left and right, must be the same, measured from the center line of the tread width, front and rear.
4. The maximum width, left to right, of the chassis rails under the driver's compartment will be 58 inches measured from outside of chassis rails, and 52 inches minimum front and rear main roll cage hoods must be welded to chassis rails.
5. A minimum ground clearance of four inches must be maintained on any part of the frame or body, three inches under exhaust pipe with driver in car.
6. Frame rails must be parallel and be constructed with steel bar tubing, with a minimum of two inches in width by three inches in height and a minimum wall thickness of .120".
 1. A GM-type front steer tubular front sub-frame must be constructed using 2" wide by 4" high steel tubing with a minimum .083-inch wall thickness. All front steer assemblies must maintain a dimension of 32" from the center of the left side to center of the right side tubing at any point from the side rail kickouts extending forward in front of the steering assembly. Front frame extensions using 2" wide by 3" high by minimum .083 inch thick steel tubing may be welded to the end of the sub-frame but should angle down a maximum of 18 degrees. The front sub-frame must be attached in the center of the frame at the side rail kickout and extend upward and forward 18 inches at a 25-degree angle. At this point, a piece of tubing 27 inches long must be welded and extend straight forward in front of the steering assembly. A distance of 25 inches must be maintained from the leading edge of the kickout to the centerline of the front cross member. The sub-frame cross member shall be constructed using 2" high by 3" wide steel tubing with a minimum .083-inch wall thickness. The mounting points for the lower A-frames shall be 14 1/4 inches at the rear and 8 3/4 inches on the front, measured from the centerline of the sub-frame to the centerline of the mounting hole. When measuring either the right or left side, the distance from the centerline of the bottom ball joint to the centerline of the sub-frame must be 26 inches. Two inch wide by three inch high also approved.
 2. A Ford-type rear steer tubular front sub-frame must be constructed using 2" wide by 4" high steel tubing with a minimum .083-inch wall thickness. All rear steer assemblies must maintain a dimension of 32 inches from the center of the left side to the center of the right side tubing at any point from the rear of the spring mount to the front of the sub-frame assembly. A distance of 34 inches must be maintained from the frame rail kickouts forward to the rear of the top spring mount plate measured center to center. The front sub-frame assembly must be attached in the center of the frame and extend upward and forward 19 1/2 inches, to the rear of the top spring mount plate at a 25 degree angle. The top spring mount plate shall extend forward 7 1/4 inches. A piece of tubing 21 1/2 inches long must be welded at the front of the spring mount and angle down a maximum of 18 degrees. A distance of 21 5/8 inches must be maintained from the leading edge of the kickout to the centerline of the front cross member. The mounting points for the lower A-frames shall be 8 inches, measured from the center of the sub-frame to the centerline of the mounting hole. Strut rods must be bolted in stock location on the lower A-frames and extend forward and mounted on a cross member. When measuring either the right or left side, the distance from the centerline of the bottom ball joint to the centerline of the sub-frame must be 25 inches. The Ford type tubular front sub-frame may be of the front steer type. The only change that can be made from the diagram is the relocation of the strut rods.
7. The rear frame rails may run under the rear axle housing.
8. The HOWE Part No. 358-6-02 Late Model stock front end is approved for use. It must be the 2" wide x 4" high version. The clip must remain as manufactured. A 2" wide by 3" high version is also approved.

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SUSPENSION:

1. 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.
2. Front Suspension-
 - a. Coil over front suspension permitted but must mount to lower A-frame.
 - b. Tubular upper A-frames permitted.
 - c. Tubular lower A frames permitted. Maximum two-inch offset in lower A frames permitted. Stock lower A frames may also be used.
 - d. Front racing spindles and safety hubs recommended.
 - e. Any front sway bar permitted.
 - f. Weight jacking bolts permitted.
 - g. Two piece adjustable monoball upper balljoints permitted.
3. Rear Suspension -
 - a. Coil over rear suspension permitted.
 - b. Rear spring position may be changed, but both rear springs must be located either inside or outside of frame rails.
 - c. Rear sway bars permitted.
 - d. Safety hubs recommended.
 - e. Weight jacking bolts permitted.
 - f. Positively no mechanical device allowed in order for driver to shift weight while in motion. No hydraulic weight-shifting devices permitted at any time.

BRAKE SYSTEM:

1. Hydraulic four wheel brakes in good working order mandatory.
2. Master cylinder reservoirs must be mounted on the engine side of the front firewall.
3. No carbon fiber parts permitted.
4. All 4 brakes must be in working order.
5. Maximum two piston calipers.

FUEL CELL:

1. Fuel cell mandatory.
2. Fuel cell must be moved into rear deck space and must be securely fastened in a safe manner on top of the frame, as close to the firewall as possible.
3. Fuel cell capacity may not exceed 22 gallons.
4. Fuel fill must be located on left side.
5. Fuel vent line and filler neck must be equipped with check valve approved by NASCAR.
6. Fuel cells must be secured with 1" x 1/8" steel straps with a minimum of 4 straps across the top of the cell.
7. Minimum ground clearance for fuel cell is six inches.
8. Gas lines must be neoprene (synthetic rubber) tubing and run under bottom of the body.
9. Fuel shut off valve mandatory.
10. Electric fuel pumps and pressure systems prohibited.
11. Gasoline is the only type fuel permitted.
12. Positively no additives permitted in the fuel.
13. Fuel cell bladder not to exceed five years from manufacturer's date.
14. Filler housing must have one bolt drilled, main body must have two bolts drilled for sealing purposes.

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FIRE CONTROL:

1. Race car must have an approved fire extinguisher securely mounted to floor within reach of driver.
2. Must have quick release.
3. No taping of fire extinguisher to mount.

ROLL BARS:

Four-point cage type roll bars shall be a minimum 1 3/4" outside diameter NASCAR approved seamless tubing. Base of upright members shall be solidly electric welded to frame rails of car. In unibody cars roll bar uprights shall be welded to a piece of plate steel at least 8" by 8", of 3/16 inch minimum thickness, formed and bolted to inside of car floor pan. Rear upright bars must also be connected by a side-to-side member just above floor pan of car on unibody models. Cage shall be braced to rear frame kick-ups and diagonally side to side between rear hoop uprights. At least four torso (side) bars shall be installed horizontally between front and rear cage uprights on driver's side, three on right side, overlapping outside of upright bars. These may be connected vertically as well. Inside door panel may be removed to accommodate side bars. A center overhead bar is mandatory, running fore and aft between transverse members, connecting uprights. Gussets must be used at joints of all principal members. One bar from roll cage to each corner of chassis is allowed. However, it must **NOT** be visible from outside. Approved padded headrest mandatory. Rear hoop **MUST** extend from outer edge of floor panel rocker panel to rocker panel. "Brain Bars" for head protection mandatory on left side of cage. Roll cage front and rear hoops must end at and be welded onto, tubular chassis. Leg protector mandatory.

SEATS:

1. Bucket seats are mandatory, but must be factory manufactured and NASCAR approved.
2. Must be mounted using 1" x 1/8" steel strap used to support and hold seat to chassis with four pieces with minimum 3/8" hardened bolt with large washers.
3. Aluminum seat recommended.
4. It is recommended, all cars install a trailing arm guard, made of steel, behind the driver's seat.

SAFETY BELTS/HARNESSES:

1. 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.
2. Safety belts must be securely bolted and come from behind the driver.
3. Dated safety belts mandatory, not to exceed two years old.
4. Hans device mandatory.
5. Helmet must be Snell 2000 or later.

STEERING:

1. Tie rods, drag links and component parts must be standard within manufacturer's line. **NOTE:** Over the counter replacement parts similar in design, as the factory original parts will be permitted. Heims joint on outer tie rod left or right optional.
2. OEM steering box or rack and pinion steering permitted.
3. Center top of steering post must be padded with at least two inches of resilient material.
4. Racing type steering wheel allowed if approved by NASCAR.
5. Quick release steel steering coupler required.
6. One heims joint on spindle end of tie rod permitted.
7. Aftermarket centerlinks are permitted.

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PROTESTS:

**THE PROTEST FEE FOR THIS DIVISION WILL BE \$150 PLUS \$50 INSPECTOR'S FEE FOR A TOTAL OF \$200!
ANY INTERNAL ENGINE PROTEST WILL BE \$600 PLUS \$150 INSPECTOR'S FEE FOR A TOTAL OF \$750!
CRANK PROTEST WILL BE \$750 PLUS INSPECTOR'S 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. The track officials will settle all protests. 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 one-half hour before the race.

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