



2020

LATE MODEL RULES

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ENGINE OPTIONS

OPTION # 1: CRATE, Weight 2775 58% left side weight

- A1. GM 604 Crate Engine will be used with a Holley 650cfm, Part # 0-80541 carburetor and any 1" aluminum (only) spacer.
- A2. It is mandatory that ALL crate engines be purchased and sealed by Riverhead Raceway.
- A3. All engines must remain as delivered by General Motors including: harmonic balancer, distributor, valve covers, springs, rocker arms, seals, etc.
- A4. It is strictly forbidden to tamper with the factory and/or RMC seals in order to gain access to the internal workings of the engine. Anyone caught tampering with the factory and/or RMC seals shall immediately have their engine confiscated by Riverhead Raceway, fined \$1,000 and be stripped of all points accumulated up until the time of infraction.
- A5. These crate engines are considered to be non-rebuildable and non-repairable. In the event that an engine sustains internal damage or wear that requires removal of one or more seals, the engine is then said to have served its life and must be discarded and a new one obtained!
- A6. Any sale of a crate engine has to take place with a Riverhead Raceway Tech Official present.
- A7. CARBURETOR:
 - a. Stock Holley 650cfm, Part # 0-80541 is the only legal carburetor.
- A8. BODY OF CARBURETOR:
 - a. NO polishing, grinding, or drilling of holes permitted.
- A9. BOOSTERS:
 - a. Boosters may not be changed.
 - b. Size and shape of booster must not be altered. Booster height must remain standard.
- A10. VENTURI:
 - a. Venturi area must not be altered in any way.
 - b. Casting ring must remain completely visible and may not be removed.
- A11. BASE PLATE:
 - a. Base plate must not be altered in size or shape.
 - b. NO holes may be drilled in the base plate.
- A12. BUTTERFLIES:
 - a. Stock butterflies must not be thinned or tapered.

ENGINE OPTIONS (OPTION 1 CONTINUED)

A13. THROTTLE SHAFT:

- a. The throttle shaft must remain standard and must not be thinned, cut, or nicked in any manner.

A14. CARBURETOR SPACER/GASKET:

- a. The carburetor spacer must be a maximum on one (1) inch thick.
- b. Any aluminum spacer is allowed. NO sandwich type or insulator type gaskets permitted.
- c. The maximum gasket thickness shall be .065.

A15. IGNITION SYSTEM:

- a. MSD Ignition Boxes 6AL #6420 and 6ALN #64306 are approved for use in ALL Engine Options
- b. MSD distributor 85551, 85561, and 8570 as well as GM dist. 10093387 are approved for use in ALL Engine Options.
- c. Magnetos permitted.
- d. One (1) MSD control. Analog style only.
- e. NO external rev limiter or timing control modules permitted.
- f. NO traction control devices permitted.
- g. When using a crank trigger device or similar component and a distributor, only one (1) 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.
- h. All engines must use stock firing order.

A16. ENGINE OIL:

- a. Any type of combustion enhancing oils or additives are strictly prohibited.

A17. WATERPUMP / ALTERNATOR:

- a. Any serpentine, cog, or v-belt pulley system permitted.

OPTION # 2: LATE MODEL, Weight 2875 58% Left side weight

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 to 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.

B1. ENGINE DISPLACEMENT:

- a. 360 cubic inches maximum
- b. The only Ford engine allowed is the 351 Cleveland.

ENGINE OPTIONS (OPTION 2 CONTINUED)

B2. ENGINE BLOCK:

- a. The engine block must be of standard factory production with standard external measurements in all respects. Cast iron blocks only.
- b. Dart (SHP) part # 31161111

B3. PISTONS/RODS:

- a. Any flat top piston may be used. Valve reliefs may be cut into pistons.
- b. NO portion of the piston may protrude above the top of the block.
- c. Steel connecting rods ONLY. NO aluminum, stainless steel or titanium rods allowed.

B4. CRANKSHAFT/BALANCER:

- a. Standard steel or cast iron production design crankshafts permitted.
- b. Aftermarket steel crankshafts permitted. Any bore / stroke combination permitted providing it does not exceed 360 cubic inches.
- c. NO aluminum balancers permitted.

B5. OIL PAN:

- a. Wet sump only. NO dry sumps or external oil pumps
- b. Accusump system allowed.

B6. CYLINDER HEAD:

- a. Cylinder heads must be of stock production only. Stock cast iron heads only.
- b. Limit of two (2) valves per cylinder.
- c. NO titanium or other lightweight valves permitted.
- d. External modifications will not be permitted.
- e. NO spacers permitted between head and intake manifold.
- f. All cylinder heads must be approved by Riverhead Raceway.
- g. The minimum valve angle is 20 degrees.
- h. The use of GM Vortec or Ford SVO series heads is not permitted.

B7. CAMSHAFT / VALVE LIFTERS / ROCKER ARMS:

- a. Solid or hydraulic camshaft permitted.
- b. NO roller camshaft and/or lifters permitted.
- c. NO mushroom lifters permitted. Lifters must be similar in design as OEM.
- d. Roller rocker arms permitted.

B8. INTAKE MANIFOLD:

- a. Any two (2) or four (4) barrel cast iron or aluminum manifold allowed.
- b. NO tunnel or cross ram manifolds permitted.
- c. MUST have a 3/32 hole drilled in the head each of 2 intake bolts (directly next to each other) on both sides of the intake.

B9. CARBURETOR JETS:

- a. Jets of any size may be used.

ENGINE OPTIONS (OPTION 2 CONTINUED)

B10. Carburetor:

- a. Stock R-4412 Holley two (2) barrel 500 cfm is the only legal carburetor.

Body of Carburetor:

- a. No polishing, grinding, or drilling of holes permitted.

Choke Horn:

- a. Choke horn may be removed.

Boosters:

- a. Boosters may not be changed.
- b. Size and shape of booster must not be altered.
- c. Booster height must remain standard.

Venturi:

- a. Venturi area must not be altered in any way.
- b. Casting ring must remain completely visible and may not be removed.

Base Plate:

- a. Base plate not to be altered in size or shape. No holes drilled in the base plate.

Butterflies:

- a. Stock butterflies must not be thinned or tapered.
- b. Idle holes may be drilled in the butterflies.
- c. Screw ends may be cut even with the shaft but the screw heads must remain standard.

Throttle Shaft:

- a. The throttle shaft must remain standard and must not be thinned, cut, or nicked in any manner.

B11. SPACER / GASKETS:

- a. Only one (1) piece spacer, maximum one (1) inch in thickness, may be installed between the intake and the carburetor.
- b. The spacer must have two (2) holes that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. NO taper or bevels.

B12. FUEL FILTER:

- a. NO plastic fuel filters allowed. NO additives may be added to fuel.

B13. IGNITION SYSTEM:

- a. MSD Ignition Boxes 6AL #6420 and 6ALN #64306 are approved for use in ALL Engine Options
- b. MSD distributor 85551, 85561, and 8570 as well as GM dist. 10093387 are approved for use in ALL Engine Options.
- c. Magnetos permitted.
- d. One (1) MSD control. Analog style only.
- e. NO external rev limiter or timing control modules permitted.
- f. NO traction control devices permitted.
- g. When using a crank trigger device or similar component and a distributor, only one (1) 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.
- h. All engines must use stock firing order.

ENGINE OPTIONS (OPTION 3)

OPTION # 3: CHARGER, Weight 2800 58% Left side weight

- C1. ENGINE DISPLACEMENT:
- General Motors engines are allowed 350 cubic inches plus .045 inches overbore per cylinder.
 - Ford engines are allowed 351 cubic inches plus .045 overbore per cylinder.
- C2. ENGINE BLOCK:
- The engine block must be of standard factory production with standard external measurements in all respects.
 - NO aluminum or bowtie blocks permitted.
- C3. INTERNAL CHANGES:
- Internal polishing, porting, altering and/or relieving of engine parts is not permitted.
 - NO coatings of any type are permitted on any part of the engine.
 - NO external crankcase evacuation devices permitted.
- C4. PISTONS / RODS:
- Any flat top piston may be used.
 - Valve reliefs may be cut into pistons.
 - NO portion of the piston may protrude above the top of the block.
 - Aftermarket rods permitted. They must be a solid beam steel type sportsman rod. Chevrolet must use 5.700 rod.
- C5. CRANKSHAFT / BALANCER:
- Only standard steel or cast iron production design crankshafts permitted.
 - Aftermarket crankshafts permitted. Minimum weight 48 lbs.
 - Stroke must be 3.48 inches.
 - NO knife edge crankshafts permitted. NO pendulum undercutting permitted.
 - Only standard OEM type balancers are permitted. Aftermarket steel balancers are permitted. NO aluminum balancers permitted.
 - All crankshafts must maintain (350) main size and 2.100 rod journal size with a maximum of .030 undersize permitted.
- C6. CYLINDER HEAD:
- Cylinder heads must be of stock production only.
 - No bowtie, aluminum, Dart II, or angle plug heads permitted.
 - Limit of two (2) valves per cylinder.
 - No titanium or other lightweight valves permitted.
 - No porting or polishing permitted.
 - External modifications will not be permitted.
 - Internal polishing, porting, and relieving is not permitted.
 - All heads are limited to a minimum 60cc combustion chamber.
 - 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

ENGINE OPTIONS (OPTION 3 CONTINUED)

C6. CYLINDER HEAD (continued)

- j. A 70- degree or greater angle below bottom of valve seat is not permitted.
- k. The maximum grinding, cutting, or machining depth permitted will be limited to a maximum depth of .250 (1/4 ") as measured from the top of the valve seat.
- l. When cutting the valve seat angles, NO stone or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job must be centered off the centerline of the valve guide. Competition style multi-angle valve job is permitted. The bowl area must pass 360 degree "ball" check (the appropriate sized ball must not fall into the guide area when rolling around on the valve stem). Intake is a .787" ball. Exhaust is a .531" ball. Surfaces and/or edges where the cutter or stone has touched must not be polished. NO hand grinding or polishing is permitted on any part of the head.
- m. Valve guide and/or replacement liner permitted. Must remain in Original location.
- n. Cylinder heads must retain all factory stock as cast dimensions and configurations.
- o. The use of the GM Vortec or Ford SVO series heads are not permitted.
- p. Dart iron eagle s/s part number 10024266 and EQ cc167c2i cylinder head are permitted. Heads must be run in out of box condition, custom ordering of partial production / finishing is not permitted.

C7. INTAKE GASKETS / SPACERS:

- a. On all engines, only one standard flat gasket may be used between the head and the intake manifold. NO wedge type gaskets allowed.
- b. NO metal spacers allowed.

C8. CAMSHAFT / VALVE LIFTERS / ROCKER ARMS:

- a. Solid or hydraulic camshaft permitted.
- b. NO roller camshaft and / or lifters permitted.
- c. NO mushroom lifters permitted.
- d. Stock diameter lifters only for make of engine.
- e. Lifters must be similar in design size /shape as original equipment.
- f. Stud type 1.50 to one (1) ratio roller rocker arms are permitted.
- g. OEM type timing chain only. NO gear or belt drives permitted.
- h. NO stud girdles permitted.
- i. Only steel valve spring retainers are permitted.
- j. Shaft style rocker arm not permitted.

C9. INTAKE MANIFOLD:

- a. Absolutely NO modifications / alterations allowed. This includes: grinding, porting, polishing, etching, coating, painting, acid dipping, port machining, increasing port entry size, beveling, machining of the carburetor mounting surface.
- b. All casting numbers, manufacturer's numbers and firing order must remain on manifold.
- c. The following aftermarket intakes may be used. All part numbers are current design Edelbrock series intake manifolds:
 - CHEVROLET - #2101
 - CHRYSLER -#2176
 - FORD WINDSOR -#2181
- d. Intake Manifold must be approved by the Riverhead Raceway Tech Officials.
- e. MUST have a 3/32 hole drilled in the head each of 2 intake bolts (directly next to each other) on both sides of the intake.

ENGINE OPTIONS (OPTION 3 CONTINUED)

C10. Carburetor:

- a. Stock R-4412 Holley two (2) barrel 500 cfm is the only legal carburetor.

Body of Carburetor:

- a. No polishing, grinding, or drilling of holes permitted.

Choke Horn:

- a. Choke horn may be removed.

Boosters:

- a. Boosters may not be changed.
- b. Size and shape of booster must not be altered.
- c. Booster height must remain standard.

Venturi:

- a. Venturi area must not be altered in any way.
- b. Casting ring must remain completely visible and may not be removed.

Base Plate:

- a. Base plate not to be altered in size or shape. No holes drilled in the base plate.

Butterflies:

- a. Stock butterflies must not be thinned or tapered.
- b. Idle holes may be drilled in the butterflies.
- c. Screw ends may be cut even with the shaft but the screw heads must remain standard.

Throttle Shaft:

- a. The throttle shaft must remain standard and must not be thinned, cut, or nicked in any manner.

C18. CARBURETOR SPACER / GASKETS:

- a. Only one (1) piece spacer, maximum one (1) inch in thickness, may be installed between the intake and the carburetor.
- b. The spacer must have two (2) holes that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. NO taper or bevels.
- c. The maximum gasket thickness shall be .065.

C19. CARBURETOR JETS:

- a. Jets of any size may be used.

C20. FUEL FILTER:

- a. NO plastic fuel filters allowed.
- b. NO additives may be added to fuel.

C21. OIL PAN:

- a. Wet sump only. NO dry sumps or external oil pumps
- b. Accusump system allowed.
- c. A one inch inspection hole (such as those manufactured by Canton) Must be installed in the oil pan. The plug must be installed in a way as to not impede its use. *mandatory in 2019.*

ENGINE OPTIONS (OPTION 3 CONTINUED)

C22. IGNITION SYSTEM:

- a. MSD Ignition Boxes 6AL #6420 and 6ALN #64306 are approved for use in ALL Engine Options
- b. MSD distributor 85551, 85561, and 8570 as well as GM dist. 10093387 are approved for use in ALL Engine Options.
- c. Magnetos permitted.
- d. One (1) MSD control. Analog style only.
- e. NO external rev limiter or timing control modules permitted.
- f. NO traction control devices permitted.
- g. When using a crank trigger device or similar component and a distributor, only one (1) 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.
- h. All engines must use stock firing order.

ENGINE LOCATION

The forward most spark plug must be located no further back than the centerline of the right and left upper ball joints. Any engine whose forward most spark plug is located behind the center line of the right and left upper ball joint shall incur a (15) fifteen pound per inch penalty. That additional weight shall be mounted in front of the engine between the front frame rails.

WEIGHT RULES

ALL cars must weigh according to the following engine options:

OPTION #1	OPTION # 2	OPTION #3
CRATE 604	LATE MODEL	CHARGER
Weight: 2775	Weight: 2875	Weight: 2800
58% Left	58% Left	58% Left

THESE WEIGHTS MAY BE ADJUSTED AS NEEDED TO KEEP ALL OPTIONS EQUAL

- 1. A time trial/impound race will require all cars to weigh 30 lbs more at pre-tech. Crate: 2805 lbs, Late Model: 2930 lbs, and Charger: 2830 lbs**
2. Added weight must be securely fastened with a minimum of two (2) bolts.
3. All added weight must be painted white with car number and division clearly marked.
4. Dislodged weight cannot be returned to the car for weighing after the race,
5. The weight rule is subject to change at any time, with a weeks' notice, in order to ensure that Type 1 and type 2 engines remain competitive with each other.
6. Car weighed with driver in normal position with helmet on lap at the end of the

BATTERY

1. Battery must be securely fastened and properly covered.
2. Battery cannot be located in the drivers' compartment.
3. Battery and ignition shut off switches mandatory.
4. Only one (1) 12 volt battery permitted.

BRAKE COMPONENTS

1. Hydraulic four (4) wheel brakes mandatory.
2. NO carbon fiber parts permitted.
3. Four (4) piston calipers costing \$200 retail permitted.

CAR BODIES

1. All cars must have complete bodies, hood, fenders, bumpers, must be kept in a presentable condition. Original dimensions of all bodies must remain as manufactured.
2. Front bumper mount to be constructed with (1) 1 $\frac{3}{4}$ dia tube extending from each frame rail to support (1) 1 $\frac{3}{4}$ round tube bumper. Bumper tube must fit in the bumper cover. NO additional support from bumper/bumper supports to frame permitted! One exposed bar, both front and rear, must mount between the frame rails above the bumper for towing. Bar should be 1 1/2" Diameter and 24" maximum width. 1" tube on each side may project from grand national bars down to front bumper.
3. Front and rear bumpers may not extend outside of bumper covers.
4. NO NERF BARS. Lexan body/decals protectors permitted
5. Aftermarket sportsman, ABC and LMSC style bodies are permitted. NO outlaw style bodies will be permitted. Bodies must meet Tech visual approval. No carbon fiber bodies permitted.
6. Drive shaft tunnel may be raised a maximum of 10 inches measured from the driver's side floor to the top of the tunnel. The right side floor will then project either directly across on a level plane or at an angle towards the top of the roll cage on the passenger side of the vehicle. This area is not to be boxed in.
7. Hood must have positive fasteners, left, right, and center. Also, two (2) positive type fasteners on back of hood when hinges have been removed.
8. Trunk lid must be in operating condition with positive type fasteners.
9. All cars must have full floors and firewall constructed of 18 ga steel minimum.
10. All cars must have rear tail panel.

DRIVER SAFETY

1. A quick release NASCAR approved type seatbelt/shoulder harness/crotch belt Minimum 16.1 SFI must be properly mounted.
2. Belts must be securely fastened to the roll bars. The belts must be dated and must be replaced at the conclusion of the 2nd year of manufacturer.
3. A Hans's device is mandatory.
4. S.F.I. fire suits are mandatory.
5. A drop down window net is mandatory. Must be mounted in an appropriate manner.
6. Race car must have an approved fire extinguisher securely mounted within reach of driver.

ELECTRICAL SWITCHES

1. Electrical switches must be located within easy reach of driver and be properly labeled.

EXHAUST SYSTEM

1. Twelve (12) inch LOBAK mufflers must remain intact.
2. Headers allowed but must remain inside frame rails. Extra brackets mandatory.
3. 180 degree headers are not permitted.
4. Crossover exhaust headers will be allowed, but must remain inside frame rails. The mufflers must be the last item on the exhaust system and must exit behind the doors.

FUEL CELL

1. Fuel cell mandatory. NO ballast in fuel cell (lead, etc.) Fuel cell capacity may not exceed 22 gallons.
2. The cell must be protected with 1'x1'x1/8" square tubing in an "X" shape underneath the cell.
3. Fuel vent line and filler neck must be equipped with check valve approved by NASCAR.
4. Fuel cells must be secured with 1" x 1/8" steel straps with a minimum of four (4) straps across the top of the cell.
5. Minimum ground clearance for fuel cell is six (6) inches.
6. Fuel shut off valve mandatory.
7. Electric fuel pumps and pressure systems prohibited.
8. Must meet NASCAR specifications. It is highly recommended that the fuel cell bladder be NO more than six (6) years old.

GAUGES

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

HOOD

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

MIRRORS

1. Rearview mirror required. Rearview mirror must not extend outside of the car.
2. 1 left Side view mirror permitted with a maximum diameter of five (5) 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"

RADIATOR AND FAN

1. Radiator must remain stock appearing and remain in the stock mounting position.
2. All cars must have a radiator overflow can.
3. The use of anti-freeze is prohibited. Electric fans permitted.
4. Fan shroud may be used but cannot extend more than one (1) inch behind fan blade.

REAR END

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

ROLL CAGE

1. Minimum size of roll cage tubing is 1 3/4" (.095) thick. All cars must have an "X" type member across and behind the driver. Minimum four point cage required.
2. All bars within drivers reach must be padded.
3. All cars must have trunk area sealed.
4. Four curved bars in driver's door with six (6) vertical bars (2 between each horizontal bar) and three (3) bars in passenger door are mandatory.
5. It is mandatory to have 16 gauge metal welded between door bars or a 16 gauge plate 40" in length and 17" in high minimum, welded between the door bars and driver's door.
6. The total height of roll cage shall be 40 1/2" from bottom of frame. Halo to be NO less than 1" lower.
7. There must be a minimum 1-1/2 inch O.D .083 thickness tube welded either diagonally or perpendicular between the halo and the main hoop and another welded between the halo and the dash bar centered in the opening.
8. Minimum height of door bars shall be 22 1/2" from bottom of frame.
9. A "Petty bar" is recommended between center of cage and upper right front halo.
10. Brain bar for head protection is mandatory and must be padded
11. Width of halo should be a minimum of 44" on perimeter chassis, and 32" on straight rail chassis. Measurement is from outside to outside of tubing.
12. ALL roll cage installations and workmanship MUST be acceptable to the Riverhead Raceway Track / Tech Officials.

SEATS

1. Containment style seat strongly recommended.
2. Seat MUST be an aluminum racing seat bolted to a steel frame, connected to cage. Must have six (6) -3/8" bolts, grade 8 with minimum 2" dia washers securing seat from inside. One (1) must be in each corner of the seat (2-3" from the outer edge) and two (2) in the headrest securing the seat to the upper support brace.
3. A support brace must be installed in the rear of the seat at shoulder height.
4. The support brace MUST be constructed from 1/8" thick steel plate minimum on left side of cage.

SPOILERS

1. Front valance is permitted.
2. Rear spoiler is permitted, single plane only. Maximum 5 inches high by 60 inches wide. Must be clear lexan and free of any decals, stickers, etc. Spoiler braces are permitted but must be located behind spoiler. No braces, flanges, etc. in front of or alongside spoiler.
3. Roof Rails will be permitted. Rails not to exceed one (1) inch in height and must follow the natural line of the roof.

STARTER

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

STEERING

1. Steering box or rack & pinion steering permitted.
2. Quick release steel steering coupler required.

SUSPENSION

1. SPINDLES, WHEEL BEARINGS, AND HUBS
 - a. Front spindles must be linked to the frame using approved tether. One end of the cable with the large eye must wrap around the frame and pass through the smaller eye. The large eye of the cable must loop over the upper portion of the spindle.
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 or struts permitted. Maximum 2 inch off set in lower a-frames or struts permitted. Stock lower a-frames may also be used. Any front sway bar permitted.
 - d. Two (2) piece adjustable mono-ball upper ball joints 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. Positively NO mechanical device allowed in order for driver to shift weight while in motion. NO hydraulic weight-shifting devices permitted at any time.
4. SHOCKS
 - a. Single Shock per Wheel.
 - b. No external canister shocks permitted.
5. GROUND CLEARANCE
 - a. Minimum ground clearance under chassis is 4 inches.

TRANSMISSION, DRIVELINE, AND CLUTCH

1. Transmission
 - a. Standard transmission only.
 - b. Standard transmission must have at least two (2) forward and one (1) reverse gear in working order.
 - c. NO quick gear change or S speed transmissions permitted.
 - d. Absolutely NO aftermarket transmissions allowed.
 - e. NASCAR approved scatter-shield required.

2. Driveshaft
 - a. The driveshaft and universal joints must be similar in design to standard production.
 - b. All driveshaft(s) must be steel and painted white.
 - c. Two (2) driveshaft straps required.

3. Clutch
 - a. Multiple disc clutch permitted.
 - b. Only steel discs permitted.
 - c. The use of carbon fiber or other lightweight materials are not permitted.
 - d. Minimum clutch diameter will be 5 ½ inches.

WHEELS AND TIRES

1. Track tire rule will be in effect and must be purchased at Riverhead Raceway.
2. Eight (8) inch or ten (10) inch rims permitted. All four (4) rims must be the same width on car.
3. Steel wheels mandatory. Any off set okay.
4. The maximum allowable tread width, measured from the outermost part of the tire, both front and rear, shall be 79 inches.
5. Minimum length of wheelbase shall be 103.5" inches.

WINDSHIELD

1. A complete clear LEXAN windshield covering the entire windshield opening is mandatory.
2. A minimum of two (2) straps 1/8" x 1" must be installed inside the front windshield.
3. Rear window is optional. Must be clear LEXAN

RIVERHEAD RACEWAYS APPROVED HOOSIER TIRE ALL CLASSES

1. Practice tires may be purchased for the two Riverhead Raceway open practice dates. Tire bank is mandatory for all scheduled races.
2. Coded serial numbers will be scanned and entered into a database designating each tire purchased as a tire for use. The legibility of the bar code is the sole responsibility of the team.
3. Each division (driver) will be allowed a maximum of eight (8) tires starting on the first race of the season.
4. Distribution is as follows: The completion of a qualifying event will allow a driver to receive one (1) tire credit. Taking the green flag in the feature will allow a driver to receive one (1) tire credit. During the current season, tire credits may be accumulated and used in any future race event including all long-distance races. Tire credits apply to each driver and car combination per division. Any substitutions must be approved by Riverhead Raceway officials.
5. After the 4th race event, new drivers will be allowed to start their season off with only six (6) new tires and two (2) previously used Riverhead Raceway Hoosier tires. The used tires must be inspected, scanned, and approved by Riverhead Raceway officials.
6. Any time a car goes on the track for practice, qualifying, and/or features, banked tires are mandatory.
7. If banked tires are not found on the vehicle at the time of inspection, and/or bar codes have been tampered with, driver and car will be parked for the evening's event and/ or disqualified from the evening's completed or current point races and removed from handicapping system for the next 3 consecutive races.