



2017

SUPER PRO TRUCK RULES

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ENGINE OPTIONS

OPTION # 1: 602 CRATE

- A1. GM 602 Crate Engine will be used with a Holley 650cfm, Part # 0-82651 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. Unaltered Holley 650cfm, Part # 0-82651 is the only legal carburetor!
- A8. BUTTERFLIES :
 - a. Idle holes may be drilled in the butterflies.
 - b. Screw ends may be cut even with the shaft but the screw heads must remain standard.
- A9. CARBURETOR SPACER / GASKET:
 - a. The carburetor spacer must be a maximum of up to one inch thick.
 - b. Any aluminum spacer is allowed.
 - c. No sandwich type or insulator type gaskets permitted. The maximum gasket thickness shall be .065
- A10. IGNITION SYSTEM:
 - a. Stock ignition systems only that is supplied with the 602 Crate.
 - b. Distributor must remain unaltered.
 - c. Engine must retain stock firing order.
 - d. No traction control permitted.
- A16. ENGINE OIL:
 - a. Any type of combustion enhancing oils or additives are strictly prohibited.

OPTION # 2: SPT Engine

Engine will be used with a stock Holley R-4412 two (2) barrel 500 cfm. All SPT Engines must have the engine and carburetor sealed within the first four (4) weeks of the season.

B1. ENGINE DISPLACEMENT:

- a. Chevy engines are allowed up to 350 cubic inches plus .045 inches overbore per cylinder.
- b. Ford engines are allowed up to 351 cubic inches plus .045 inches overbore per cylinder. The Ford 351 Windsor engine is the only block permitted.
- c. Chrysler engines are allowed up to 360 cubic inches plus .045 inches overbore per cylinder.
- d. The maximum allowable compression ratio shall be 9.0 to one in all cylinders.

B2. ENGINE BLOCK:

- a. The block must remain factory stock.
- b. No coatings permitted on any part of the engine, except piston skirts.
- c. The engine block external dimensions MUST remain stock.
- d. No internal porting, polishing, relieving, or coating of the engine block permitted.
- e. No aluminum or bow tie blocks permitted.

B3. PISTONS / RODS:

- a. Only three (3) ring groove, full skirt pistons allowed.
- b. Flat top or dished pistons only.
- c. No portion of the piston may protrude above the top of the block.
- d. Valve reliefs may be cut into the pistons.
- e. Steel connecting rods allowed. Stock production rods allowed. All aftermarket rods allowed but must be a solid I-beam type steel sportsman rod.
- f. The following are the only rod lengths allowed:

General Motors	5.700
Ford "Windsor"	5.954
Chrysler	6.125
- g. Connecting rods may be bushed.

B4. CRANKSHAFT / BALANCER:

- a. Only standard steel or cast iron crankshafts permitted, minimum weight 48 lbs.
- b. Stroke may not be increased or decreased.
- c. No knife-edge crankshaft permitted.
- d. No aluminum balancers. No pendulum undercutting permitted.
- e. Crankshaft must have (350) main journal and 2.100 rod journal.
- f. Maximum undersize both rod and main journals .030

B5. OIL PAN

- a. Wet sump only. No dry sump system or external pumps allowed.
- b. Accusump systems prohibited.

B6. HEAD 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 or Bakelite spacers allowed.

ENGINE OPTIONS (OPTION 2 CONTINUED)

B7. CYLINDER HEAD:

- a. Cylinder head must be of stock production only.
- b. No bow tie, aluminum, Dart II, SB2, GM angle plug, Ford SVO, GM Vortec or Chrysler Performance heads allowed. No aftermarket heads permitted, with the exception of Engine quest cylinder head part number CH350I will be allowed. Must have serial number intact. No modifications of any kind will be permitted with the exception of milling the deck surface to adjust for the compression ratio rule and drilling the push rod holes for push rod clearance, components used to complete the assembly of this cylinder head must adhere to the existing rules for this division. Riverhead Raceway must approve all cylinder heads.
- c. The following are the only allowable valve sizes:

	Intake	Exhaust
GM	1.940	1.500
Ford "Windsor"	1.782	1.460
Chrysler	1.880	1.600

- d. Limit of two (2) valves per cylinder.
- e. No titanium or other lightweight valves permitted.
- f. No porting, polishing, relieving, or coating of the cylinder head permitted.
- g. External modifications will not be permitted.
- h. Valve springs; retainers and keepers must remain OEM stock dimensions. Single diameter valve springs only. The maximum valve spring diameter is 1.250. Aftermarket retainers permitted. Must be magnetic steel. No lightening, scalloping, drilling or machining of retainers. Must be round in shape and weigh a minimum weight of 20 grams.
- i. No modifications to the combustion chamber permitted, including unshrouding of intake or exhaust valve sides of chamber. Basic three (3) angle valve job permitted. The only angles permitted will be as follows:

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

- 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. All cutting, grinding, and machining in reference to the specified angles must be centered off the centerline of the valve guide.
- m. Upon completion of the valve job, all areas below the specified depth including, but not limited to: short side radius, 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 altered in any manner.
- n. Cylinder heads must retain all factory stock as cast dimensions and configurations.

ENGINE OPTIONS (OPTION 2 CONTINUED)

B8. 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 as original equipment.
- f. Stud mounted roller rocker arms permitted.
- g. 1.50 ratio rocker arms permitted.
- h. No pedestal or shaft rocker arms permitted.
- i. 7/16 diameter rocker arm studs permitted.
- j. Screw in rocker arm studs and guide plates are permitted.
- k. Rocker arm stud girdles are not permitted.
- l. OEM type timing chain only. No gear or belt drives permitted.
- m. Chrysler heads must use stock OEM rocker shafts and rocker arms with adjustable push rods.

B9. INTAKE MANIFOLD:

- a. The following are the only allowable intake manifolds permitted. All part numbers are current design Edelbrock series intake manifolds:

Chevrolet	#2101
Chrysler	#2176
Ford "Windsor"	#2181
- b. Absolutely no modifications / alterations allowed.
- c. All casting numbers must remain on the manifold.
- d. The officials must approve intake manifold.
- 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.

B10. CARBURETOR:

- a. Stock R-4412 Holley two (2) barrel 500 cfm is the only legal carburetor.
- b. No ram tubes or ducting allowed. No fuel logs or cooling devices allowed.

B11. BODY OF CARBURETOR:

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

B12. CHOKE HORN:

- a. Choke horn may be removed.

B13. BOOSTERS:

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

B14. VENTURI:

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

B15. BASE PLATE:

- a. Base plate not to be altered in size or shape. No holes drilled in the base plate. Page 4

ENGINE OPTIONS (OPTION 2 CONTINUED)

B16. 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.

B17. THROTTLE SHAFT:

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

B18. CARBURETOR SPACER / GASKET:

- a. The adapter plate and carburetor spacer must be a maximum of one (1) inch thick
- b. The spacer must have two (2) holes that match the base of the carburetor. The holes must be cut perpendicular with the base of the carburetor. No taper or bevels.
- c. The maximum gasket thickness shall be .065

ENGINE OPTIONS (OPTION 3)

OPTION # 3: CHARGER (final year 2017)

All Super Pro Trucks must have the engine and carburetor sealed within the first four (4) weeks of the season.

C1. ENGINE DISPLACEMENT:

- a. Chevy engines are allowed up to 350 cubic inches plus .045 inches overbore per cylinder.
- b. Ford engines are allowed up to 351 cubic inches plus .045 inches overbore per cylinder. The Ford 351 Windsor engine is the only block permitted.
- c. Chrysler engines are allowed up to 360 cubic inches plus .045 inches overbore per cylinder.

C2. ENGINE BLOCK:

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

C3. INTERNAL CHANGES:

- a. Internal polishing, porting, altering, and / or relieving of engine parts is not permitted.
- b. No coatings of any type are permitted on any part of the engine, except piston skirts.
- c. No external crankcase evacuation devices permitted.

C4. PISTONS / RODS:

- a. Any flat top piston may be used.
- b. Valve reliefs may be cut into pistons.
- c. No portion of the piston may protrude above the top of the block.
- d. Aftermarket rods permitted. They must be a solid I-Beam type steel sportsman rod. Chevrolet must use 5.700 rod.

ENGINE OPTIONS (OPTION 3 CONTINUED)

C5. CRANKSHAFT / BALANCER:

- a. Only standard steel or cast iron production design crankshafts permitted.
- b. Aftermarket crankshafts permitted, minimum 48 lbs.
- c. Stroke may not be increased or decreased.
- d. No knife-edge crankshafts permitted. No pendulum undercutting permitted.
- e. Only standard OEM type balancers are permitted. Aftermarket steel balancers are permitted. No aluminum balancers permitted.
- f. All aftermarket crankshafts must maintain (350) main size and 2.100 rod journal size.
- g. Maximum undersize both main and rod journals is .0300

C6. OIL PAN

- a. Wet sump only. No dry sump system or external pumps allowed.
- b. Accusump systems prohibited.

C7. CYLINDER HEAD:

- a. Cylinder heads must be of stock production only.
- b. No bowtie, aluminum, Dart II, or angle plug heads permitted.
- c. Limit of two (2) valves per cylinder.
- d. No titanium or other lightweight valves permitted.
- e. No porting or polishing permitted.
- f. External modifications will not be permitted.
- g. Internal polishing, porting, and relieving is not permitted.
- h. All heads are limited to a minimum 60cc combustion chamber.
- i. 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
- 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.

ENGINE OPTIONS (OPTION 3 CONTINUED)

C8. HEAD GASKETS / SPACERS:

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

C9. CAMSHAFTS / 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 as original equipment.
- f. Stud type 1.50 to one 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 arms not permitted.

C10. INTAKE MANIFOLD:

- a. Absolutely no modifications / alterations allowed.
- b. All casting numbers, manufacturer's numbers and firing order must remain on manifold.
- c. Intake manifold must be approved by officials.
- d. The following aftermarket intakes may be used. All part numbers are current design Edelbrock series intake manifolds:

Chevrolet	#2101
Chrysler	#2176
Ford "Windsor"	#2181
- e. Absolutely no modifications / alterations allowed.
- f. 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.

C11. CARBURETOR:

- a. Stock R-4412 Holley two (2) barrel 500 cfm is the only legal carburetor.
- b. No ram tubes or ducting allowed. No fuel logs or cooling devices allowed.

C12. BODY OF CARBURETOR:

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

C13. CHOKE HORN:

- a. Choke horn may be removed.

C 14. BOOSTERS:

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

ENGINE OPTIONS (OPTION 3 CONTINUED)

- C15. VENTURI:
- Venturi area must not be altered in any way.
 - Casting ring must remain completely visible and may not be removed.
- C16. BASE PLATE:
- Base plate must not be altered in size or shape.
 - No holes may be drilled in the base plate.
- C17. BUTTERFLIES:
- Stock butterflies must not be thinned or tapered.
 - Idle holes may be drilled in the butterflies.
 - Screw ends may be cut even with the shaft but the screw heads must remain standard.
- C18. THROTTLE SHAFT:
- The throttle shaft must remain standard and must not be thinned, cut, or nicked in any manner.
- C19. CARBURETOR SPACER / GASKET:
- The adapter plate and carburetor spacer must be a maximum of one (1) inch thick
 - The spacer must have two (2) holes that match the base of the carburetor. The holes must be cut perpendicular with the base of the carburetor. No taper or bevels.
 - The maximum gasket thickness shall be .065
- C21. CARBURETOR JETS:
- Jets of any size may be used.
- C22. CARBURETOR GASOLINE FILTER:
- No plastic fuel filters allowed.
 - No additives may be added to fuel.

ENGINE LOCATION

- The front most spark plug must be a minimum of two (2) inches forward of the centerline of the upper right and left ball joint.
- Engines may be interchanged. (Example: Ford in Chevy) V-8 engines only. No overhead cam, L-6, V-6, or four (4) cylinder engines permitted.

COMPETING MODELS

1995-2017 American production trucks. Full framed trucks only with a wheelbase over 108 inches.

1. Competing models allowed are:
 - Chevrolet C-10
 - Ford F-150
 - GMC C-1500
 - Dodge Ram
 - Toyota Tundra
2. No step side pickups are permitted.
3. Track approved bodies only.

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 switch are mandatory.
4. Battery master switch must be located in left front corner of truck bed.
5. One (1) single 12-volt battery.

BODIES

1. The truck body must remain as manufactured.
2. All trucks must have complete bodies, hood, fenders, and bumper covers in top quality condition.
3. Aftermarket fiberglass truck bodies are permitted.
4. Original dimensions of all bodies must remain as manufactured, except for changes, which may be necessary for tire clearance.
5. All bodies must be installed to manufacturer's dimensions.
6. No streamlining allowed, such as headlights, radiator, grills, top of windshield or under pans. Trucks must remain standard in appearance. Grills must be stock standard height and width and mounted in stock location.
7. The windshield and rear glass must be installed in their original standard positions.
8. All bodies must be installed on the frame in an approved manner.

BODIES (CONTINUED)

9. A minimum overall height of 57 inches shall be required. The minimum height shall be measured a distance of ten inches back from the top center of the front windshield.
10. The bodyline from the cab must match the bodyline on the box. No more than one-half inch difference in rake from front to back.
11. 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..
12. All trucks must have complete full 20-gauge minimum steel front firewall that is no further back than the leading edge of the front windshield.
13. All trucks must have a minimum 20-gauge steel rear firewall that completely closes off the truck compartment.
14. Full width bumper bars, both front and rear, are required under the bumper covers. The maximum size of the bars shall be 1 ¾ outside diameter pipe by .090 wall.
15. One exposed bar, both front and rear, must mount between the frame rails above the bumper for towing. No chains permitted. Bar must not protrude past the bumper and be no wider than 16”.
16. Side nerf bars must be two (2) inches wide and one (1) inch thick or one (1) inch square. The nerf bars must be flush mounted between two wheel flares. Nerf bars must be at center hub height.
17. Nerf bars cannot extend beyond outside edge of tires and must be capped.
18. The distance between the lower ball joint and the rear of the cab shall be 75 inches.

BRAKE COMPONENTS

1. Working four (4) wheel hydraulic brakes mandatory.
2. OEM type brake parts only.
3. Master cylinder must be mounted on the engine side of the firewall.
4. Racing type brake pedals and master cylinder permitted.
5. No aluminum calipers or rotors permitted.
6. Aftermarket steel rotors permitted.

ELECTRICAL SWITCHES

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

EXHAUST SYSTEM

1. Headers with 1 5/8 "primaries and 3" collectors permitted.
2. No 180 degree headers. No porting, polishing, wrapping, or coating of manifolds / exhaust headers permitted.
3. Maximum diameter of exhaust is three (3) inches.
4. The exhaust pipes must exit behind the cab and in front of the rear wheels. The exhaust pipe must be flush with the body.
5. Complete and unaltered mufflers mandatory. The maximum inlet and outlet diameter is three (3) inch inside diameter. Mufflers must be removable for inspection. Mufflers are mandatory at Riverhead Raceway. Lobak mufflers part number RCM 25-12-25 or 30-12-30 are permitted.

FUEL CELL

1. The fuel cell must be located behind the rear axle housing.
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 (8) inches off the ground.
6. The cell should be secured with one (1) inch by 1/8 inch steel straps with four (4) straps across the top of the cell.
7. The cell must be protected with 1'x1'x1/8" square tubing in an "X" shape underneath 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 truck.
10. NO ballast in fuel cell (lead etc.)

FRAME

1. 1965-2015 American production full frame trucks with a wheelbase over 108 inches.
2. No sub frames permitted.
3. Rear frame section must be stock configuration with reinforcement permitted after rear of mount points of rear trailing arms. Altered rear kick-up permitted for axle clearance.
4. No offset frame permitted.
5. Minimum ground clearance will be four (4) inches with driver in truck.
6. Stock frame rail may be reinforced by a flat piece of steel, which may be used to box in the open section of the frame. No added bracing, tubing permitted inside the frame rail.
7. No holes may be cut in the frame rails to lighten frame.
8. Frames may be interchanged from one manufacturer's line or make to another.
9. Front and rear snouts must remain stock for make of frame.
10. Cross member cannot be moved from original location.
11. 2"x3" or 2"x4" steel tubing is permitted from the center of the rear axle to the rear bumper.
12. 2"x3" or 2"x4" steel tubing may be used in front of the steering box and A-frame mounts.
13. Johnson metric front clip allowed.

HOOD

1. The hood must be complete in its original position and have positive type fasteners.
2. No holes may be cut in the hood for the air cleaner.
3. No hood scoops permitted.

IGNITION SYSTEM

1. Dual point distributors are not permitted.
2. Aftermarket distributors will be permitted but limited to the following mfgs; GM Performance, DUI, MSD, and Crane Cams.
3. Coil must be "in cap" style.
4. Engine must retain stock firing order.

IGNITION SYSTEM (CONTINUED)

5. No traction control permitted.
6. GM Performance, DUI, MSD, and Crane Cams. module is permitted in stock HEI distributors (GM)

MIRRORS

1. The maximum size of the rear view mirror shall be 2 1/8 x 17 3/4.
2. A small left side spot mirror may be added.

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 of at least 1 gallon capacity.
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. Passenger car rear ends allowed. It may be interchanged from manufacturer to manufacturer.
2. Welded spider gears, mini spool or full spool must be used.
3. No ratchet, limited slip, torque bias, aluminum spools or aluminum center sections permitted.
4. Only steel axle housings permitted.
5. Full floating rear axle permitted.
6. 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 (1) inch in length.
7. Magnetic steel spool permitted. Must not be lightened.
8. Ring gear mounting flange must be round and use all ten (10/12) ring gear bolts.

ROLL CAGE

1. Minimum size of roll cage tubing is 1 3/4" (.095) thick. seamless tubing with gussets mandatory.
2. All bars within drivers reach must be padded.
3. The distance between the front and rear roll cage hoops will be 53 1/4 inches.
4. Trucks must have four (4) sidebars on the left side and three (3) sidebars on the right side
5. Roll bars in the drivers' area must be padded.
6. Center windshield bar and double padded brain bar are mandatory.
7. It is mandatory to have a 16 gauge metal welded between door bars or a 16 gauge 40" length and 17" height minimum welded between the door bars and the driver's door.

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 properly installed in the rear of the seat at shoulder height.
4. A quick release NASCAR approved type seatbelt/shoulder harness/crotch belt Minimum 16.1 SFI must be properly mounted.
5. 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.
6. A drop down window net is mandatory. Must be mounted in an appropriate manner.

SPOILERS

1. The maximum size of the rear spoiler shall be 64 inches in length by 5 inches in height.
2. No braces permitted on the spoiler.

STARTER

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

SUSPENSION

1. No bump stop, coil bind, or other travel limiting type suspensions
2. Front coil springs must be similar in design as OEM and must mount in the original location. Minimum Inside diameter of coil springs is five (5) inches. The rear coil springs may be located either inside or outside the frame rails provided that they are both mounted in the same location. The coil springs must remain inside the rear body panels. Coil springs must be mounted on top of rear axle housing.
3. Front mount of the rear leaf spring must remain in its original position and be factory stock for make of frame.
4. Aftermarket spindles are permitted.
5. Jacking bolts permitted.
6. Only non-adjustable steel bodied shocks permitted.
7. No coil over eliminators permitted.
8. No mechanical device allowed in order for driver to shift weight while in motion.
9. No helper springs or traction bars.
10. Heim joints permitted only on rear end sway bar and third link. No torque arms, or spring loaded third links permitted.
11. Any trailing arm with a maximum 24" length permitted.
12. OEM or Johnson OEM style trailing arms permitted.
13. Front mount of the rear lower trailing arm must remain in its original location and must not be adjustable.
14. Three (3) point rear suspension permitted.
15. Front lower control arms must be mounted to the original factory mounts. Lower A-frames must be stock length, Howe-Johnson OEM style permitted. Ball joint, mono-ball and shock mount are the only permissible alterations.
16. Upper A-frame mounts may be fabricated and moved. Fabricated upper A-frames permitted.
17. No quick steer devices permitted.
18. Safety hubs are recommended but are not required.
19. Heim joints are permitted on the outer tie rod ends.

TRANSMISSION, DRIVELINE, AND CLUTCH

1. Transmission
 - a. Three (3) or four (4) speed cast iron standard transmission only. No automatic transmissions.
 - b. No aluminum or other lightweight transmissions permitted.
 - c. All standard transmissions must have at least two (2) forward and one (1) reverse gear in working order.
 - d. The only allowable machine work to the transmission is the removal of first gear.
 - e. Steel 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/Flywheel
 - a. No aluminum flywheels permitted.
 - b. The stock steel type clutch assembly combined with the flywheel and flywheel bolts must weigh a minimum of 30 lbs.
 - c. The minimum clutch diameter shall be ten (10) inches.
 - d. No turning or drilling permitted.
 - e. No multiple disc clutches permitted.

WHEELS AND TIRES

1. The maximum wheel width will be eight (8) inches. Steel wheels only.
2. All tires must be purchased at Riverhead Raceway.
3. The spindles, wheel bearings, and hubs must meet the following requirements:
Front spindles must be linked to the frame using approved tether. One (1) 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.
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 112 inches.

WINDSHIELD

1. A complete 1/8" LEXAN windshield, front and rear, MUST be used.
2. The windshield, front and rear, must be installed in their original standard positions.
3. A minimum of two (2) straps, 1/8 x 1", must be installed inside the front windshield and outside of the rear window.
4. Front and rear windshields must be clear. No tint permitted.
5. No side windows permitted.

WEIGHT RULES

ALL cars must weigh according to the following engine options:

ENGINE OPTION #1

602 CRATE
WEIGHT: 3200
58% LEFT

ENGINE OPTION # 2

SPT ENGINE
WEIGHT: 3250
58% LEFT

ENGINE OPTION # 3

CHARGER ENGINE
WEIGHT: 3400
55% LEFT
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1. Added weight must be mounted within the frame rails and mounted securely with a minimum of two (2) 3/8" bolts.
2. No weight may be fastened in the drivers' compartment.
3. All added weight must be painted white, with truck number and division on weight clearly marked.
4. Dislodged weight cannot be returned to the truck for weighing after the race.
5. Car weighed with driver in normal position with helmet on lap at the end of the race.