# Official Rulebook

2026 Late Models Rules

## This document contains:

### General Rules:


- 2026 General Rules Page 2
- 2026 Tire Infraction Policy Page 8
- 2026 Weekly Tire Policy Page 10
- 2026 Handicapping Rules Page 14


### Division Rules:


- 2026 Late Models Rules Page 18

# 2026 **General** Rules

Revised Jun 16, 2026

## Table of Contents


**Social Media Conduct Policy** ..... 2
**Race Control, Race Procedures & Tap-Out Rule** ..... 2
Tap-Out Rule (On-Track Responsibility Option) ..... 3
**General Rules** ..... 3
**Fuel** ..... 5
**Fluids** ..... 5
**In-Vehicle Radio Communications** ..... 5
**Licenses** ..... 6


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## Social Media Conduct Policy

Riverhead Raceway recognizes that social media plays a major role in how our sport is viewed by fans, sponsors, and media outlets. Public posts can have a direct and damaging impact on the reputation of the Raceway, its competitors, and its partners.

Any public social media posts, comments, or shared content that are misleading, inflammatory, defamatory, or intentionally negative toward Riverhead Raceway, its officials, staff, sponsors, competitors, fans, or media partners will not be tolerated.

This includes, but is not limited to:

- Spreading inaccurate or incomplete information
- Publicly attacking track decisions or officials
- Posting content that harms sponsor relationships
- Encouraging negativity toward fans or media coverage
- Repeated public complaints instead of using proper communication channels

All concerns or disagreements must be addressed directly with Raceway management through appropriate channels. Social media is not the place to resolve internal matters.

Violations of this policy may result in the individual no longer being welcome on the premises at Riverhead Raceway. This determination will be made at the sole discretion of Raceway management based on the nature and impact of the content.

Riverhead Raceway is committed to protecting its fans, sponsors, and media partners while continuing to grow the sport in a positive and respectful manner. All participants are expected to uphold this standard.

## Race Control, Race Procedures & Tap-Out Rule

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Any questions or concerns regarding Race Control, officiating, or race procedures must be addressed prior to your event or at the conclusion of the night's events, and only at the Raceway Rear Office or the Raceway NASCAR Office.

Competitors may approach Raceway officials at those times to ask questions. All interactions must be conducted calmly, respectfully, and with dignity. Disrespectful or confrontational behavior toward Raceway officials will not be tolerated. Raceway staff will make every effort to answer questions and provide clarification.

## Tap-Out Rule (On-Track Responsibility Option)

Riverhead Raceway will institute a Tap-Out Rule to promote accountability, sportsmanship, and clean racing.

If a driver makes contact with another car resulting in a caution, and believes they were the cause of the incident, the driver may tap the roof of their car in the designated area located at the start-finish line to indicate acceptance of responsibility.

By tapping out:

- The affected car may be returned to the position it held prior to the incident
- The driver who taps out will restart at the rear of the field
- This option must be clearly indicated in the designated area immediately following the event that caused the caution. Failure to do so will result in the option being forfeited.

This rule allows drivers to take responsibility, reduce disputes, and maintain a respectful and professional racing environment. Race Control and Raceway management retain full discretion regarding the interpretation, application, and enforcement of this rule.

## General Rules

All rules are subject to change to ensure fair competition, safety, or any other reason deemed appropriate.

No equipment shall be considered approved by reason of having passed through inspection unobserved.

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The promoter or Race Director has the right to reject the entry of any car or driver.

The consumption 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 violating this rule is subject to suspension.

No driver, owner, or mechanic shall participate in fights in the motor pits or on Raceway premises at any time. At all race events, the driver assumes full responsibility for the actions of their pit crew in every aspect.

The track and/or division inspectors reserve the right to subject any car to inspection at any time.

Failure to submit to inspection will result in immediate disqualification, loss of money, and loss of all points for the night. The car will not be permitted to compete again until an inspection has been completed. Officials reserve the right to confiscate any unsafe or illegal equipment.

No driver may exit their race car or cross the racetrack while a race is in progress unless exceptional circumstances exist, such as fire or immediate danger.

Crew members are prohibited from entering the racetrack.

Anyone caught tampering with another competitor's car will be suspended indefinitely.

Anyone caught rough riding will be penalized at the discretion of the official in charge and may be subject to fines or further disciplinary action.

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## Fuel

Riverhead Raceway has maintained a long-standing partnership with **Sunoco Race Fuels**, which is the **official fuel of Riverhead Raceway**. In support of this partnership, all competitors are required to purchase a minimum amount of Sunoco fuel per event. Fuel purchases will be **tracked through the scan program**, and we appreciate everyone's cooperation in helping us maintain this program.

- **NASCAR Weekly Series divisions**: Minimum purchase of **five (5) gallons per event**.
- **INEX divisions (Legends and Bandoleros)**: Minimum purchase of **three (3) gallons per event**.

## Fluids

1. All divisions must have containers and drain pans to contain all fluids in the vehicle.
2. No antifreeze permitted at any time.

## In-Vehicle Radio Communications

All in-vehicle radios must be analog only and must not be capable of transmitting or receiving in a digitized, encrypted, or scrambled format, as determined by NASCAR.

Keypad-style and/or password-protected radios are not permitted.

Scanning and/or channel-hopping transmissions to or from the in-vehicle radio are prohibited.

All transmissions to and from the in-vehicle radio must operate within the 450.000–470.000 MHz range.

Only one NASCAR-approved two-way radio and one push-to-talk button are permitted in the vehicle. The radio may not contain the frequency of any other competitor at any time.

During all practice sessions, qualifying, and races, the spotter must maintain radio communication with the driver and must monitor the NASCAR frequency.

Spotters must remain in the designated spotter location (front stretch grandstands, left of the communications tower) during competition.

Driver-to-driver radio communication is prohibited.

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Divisions permitted to use two-way communication:

- Modifieds
- Late Models
- Super Pro Trucks
- Riverhead Crate Modifieds
- Figure 8

The following divisions are required to monitor NASCAR by use of a Raceceiver or Lightceiver(Bandoleros) locked to the track frequency of 461.200 whenever on the racetrack. Two-way communication in any form is prohibited.

- Blunderbust
- INEX Legends
- Bandoleros
- Street Stock
- Mini Stock
- 4/6 Figure 8

## Licenses

All drivers must possess a valid NASCAR license. Anyone competing without a current license will be suspended indefinitely and may be subject to fines. Riverhead Raceway and/or NASCAR reserve the right to approve or reject any license application. A license may only be used by the individual to whom it is issued. Any member who allows another person to use or attempt to use their license will be subject to disciplinary action.

# 2026 **Tire Infraction** Policy

Revised Jan 11, 2026

Chemically treating or altering a tire is strictly **prohibited**. Tires may be inspected or sampled by track officials at any time during practice, qualifying, or feature events.

**Blue Ridge Race Lab** is the designated lab responsible for tire analysis.

- If tire samples fail to meet manufacturer benchmarks, the driver and car owner are responsible for **any fees associated with the analysis**, will be fined, and **disqualified from the event** with **0 points awarded**.
- Any purse money collected prior to official lab results must be **returned** if an infraction occurs.
- Failure to allow samples to be taken will result in the same penalties as a failed sample: **disqualification, 0 points**, and applicable fines.

**Fines by Division:**

- Tour Type Modified: $3,500 + any purse money collected
- Riverhead Crate Modified / Late Model / Figure 8: $2,000 + any purse money collected
- All other support classes: $1,000 + any purse money collected

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All **Blue Ridge Race Lab results are official and final**. All fines must be paid **prior to returning to competition**. Riverhead Raceway maintains a **zero-tolerance policy** for chemical treatment or tire alteration.

## Post-Race Tire Sample Challenge

**Any competitor or car owner from a team participating in the same division event on that date may verbally request to challenge a specific Driver / Team Owner.**
**The request must be made to Riverhead Raceway official staff prior to the start of the feature event, and the required fee must be paid in full, in cash, before the feature begins.**

**The requesting competitor must specify the number of tires to be sampled and the exact location of each tire at the time of the request. A per-tire fee will apply.**
**Riverhead Raceway reserves the right to limit the number of tires sampled per car.**

**A competitor or team may challenge the same Driver/ Team Owner no more than two (2) times per race season.**

A **fee of $195 per tire** must be paid **in full in cash before samples are taken**.

- If a sampled car fails to meet Blue Ridge Lab benchmarks, the requesting competitor **will be refunded the full fee**.
- If a sampled car meets all benchmarks, the requesting competitor **forfeits the fee**.

All post-race tire sample challenges are **subject to Riverhead Raceway and Blue Ridge Lab rules**, and **all lab results are final and binding**.

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# 2026 **Weekly Tire** Policy

Revised Apr 19, 2026

## Table of Contents

**Tire Bank Eligibility** ..... 2
**Support Teams** ..... 2
**NASCAR Modifieds** ..... 3
Modified Heat Race and Feature Tire Tech ..... 3
**Tire Credits** ..... 3
**On Track Tire Incident** ..... 3

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## Tire Bank Eligibility

*You MUST have a registered number to be eligible for a tire bank.*

- All teams in classes below will be considered "Tire Bank" divisions.
- As of opening night all tires used must be from your bank, even during practice. Any tires may be used for the 2 open practice days, as bank rules will not be enforced.
- All competitors will have the option to add (6) six **used** tires to their bank. Barcodes must be legible and tires scanned to bank before opening day's main events, at which time they will become property of the current team, who assumes responsibility for any and all penalties and/or infractions. If a team joins after opening day their used tires must be added to their bank that day.
- All tires purchased will be added to the competitor's bank on a weekly basis and may be used at any time during the course of the season except Modifieds who must race on qualifying tires (see below). Competitors must compete at all race events using tires from their bank. There is no weekly minimum purchase requirement. Teams may purchase up to the allotment specified for their division.
- Each team is responsible to make certain all tires have a scannable barcode. Unscannable tires will be considered illegal.

## Support Divisions

Riverhead Crate Modified and Late Models,

- Due to change in tire size, competitors listed in the above classes are eligible to purchase up to twelve (12) new tires to start the 2026 season. All 12 tires must be purchased by opening day. The ~~car must be present and the~~ driver's car number(s) must be registered with Riverhead Raceway. Any new team that joins us after the opening day of the 2026 season will be permitted to purchase 8 tires.
- Beginning week 2, teams will be eligible to purchase 1 tire earned on opening night and after each subsequent completed feature will be credited with 1 tire.

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Riverhead Super Pro Trucks, Figure 8, Blunderbust & Street Stocks:

- All competitors listed in the above classes are eligible to purchase up to four (4) new tires to start the 2026 season. All 4 tires must be purchased prior to the opening day's main events. The ~~car must be present and the driver's~~ car number(s) must be registered with Riverhead Raceway. Any new team that joins us after the opening day of the 2026 season will be permitted to purchase 4 tires.
- Beginning week 2, teams will be eligible to purchase 1 tire earned on opening night and after each subsequent completed feature will be credited with 1 tire.

## NASCAR Modifieds

- All competitors listed in the above class are eligible to purchase up to eight (8) new tires to start the 2026 season. The ~~car must be present and the~~ driver's car number(s) must be registered with Riverhead Raceway. Any new team entering after opening day of the 2026 season will be permitted to purchase eight (8) tires.
- Beginning week 2, teams will be eligible to purchase up to 4 tires earned on opening night and after each subsequent completed feature will be credited with 4 tires.

### **Modified** Heat Race and Feature Tire Tech

- The 4 tires you use to qualify will be the same tires used for the feature event.
- These 4 qualifying tires must be placed together (not stacked but laid flat) in your pit area behind your car no later than the end of practice, where tech will check them in. We will not wait. If officials come by and they are not ready to be checked in, that team will start last in heat with no passing points.

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## Tire Credits

- You MUST complete 50% of the feature event to receive a tire credit for the following race. If you fail to complete 50% of the feature event, you must be able to identify why you were unable to complete 50% of the feature event.
- Officials reserve the right to approve or deny tire credits at any time.
- Tire credits will not be held and do not accumulate. If you do not purchase your tire on your return visit, you lose it.

## On Track Tire Incident

- A tire credit can be awarded to a driver that has an on-track incident which caused a flat. If you are requesting tire credit, the flat tire must be brought to the official tech area immediately following the conclusion of your feature event. No exceptions! Tire credits will not be held. If you do not purchase your tire on your return visit, you lose it.
- NASCAR Modified team are not eligible for tire credits

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# 2026 HANDICAPPING RULES AND REGULATIONS

**Handicap Check In**

ALL drivers must check in with the handicapper before participating in any on track activities. If you arrive after the gates have already opened and the handicapper is no longer at the gate, you must go up to the handicapper shack to check in. If somehow you do not check in before the end of the first round of practice, you will be placed last in the heat race line up and will not be eligible for passing points.

A crew member is allowed to check in a driver.

**Heat Race**

The heat race lineup will be set by random draw. Your draw number will be given to you at the time of check in.

Drivers will receive Finishing Points and Passing Points for heat races. These are for handicapping purposes only and **do not** count towards the championship points.

The sum of the Finishing Points and Passing Points will set the feature lineup.

The Ted Christopher Cup Series, the Eagle Chevrolet 50 Lap Crate Modified race, and the INEX Legends National Qualifier will be time trial events. Any other extra distance race, the typical heat race format will be followed.

**Heat Race Finishing Points**

Finishing points will be awarded as follows:

| Finishing Position | Finish Points Awarded |
|---|---|
| 1st | 13 Points |
| 2nd | 12 Points |
| 3rd | 11 Points |
| 4th | 9 Points |
| 5th | 8 Points |
| 6th | 7 Points |
| 7th | 6 Points |
| 8th | 5 Points |
| 9th | 4 Points |
| 10th | 3 Points |

**Heat Race Passing Points**

We will use a plus minus system. Any driver that gains position from where they start will get passing points. This is only from the starting position to the finish position. Repassing somebody does not count for passing points. If any driver loses a spot in the heat, they will get negative passing points. You will not be awarded passing points for lapping a car.

For Ex:

- Start 3rd and finished 1st you would have plus 2 points
- Start 3rd and finished 5th you would have minus 2 points

**Feature Winners**

Previous feature winners will have a win penalty for the next 3 races after the win.

For divisions with 10 cars or less the previous winners CANNOT start higher than 4th for the next 3 races after the win**.**

For divisions with car count between 11-19, the previous winners CANNOT start higher than 6th for the next 3 races after the win.

For divisions with a car count of 20 or more cars the previous winner CANNOT start higher than 10th for the next 3 weekly races after the win.

**Feature Line Up**

Feature Lineup will be set by the sum of Finishing Points and Passing Points. The sum will be called Total Points. The driver with the highest total points will be on the pole and so on. Please see the chart below for every scenario for how the Total Points will be calculated.

| | | **Start** | | | | | | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|
| | | 1st | 2nd | 3rd | 4th | 5th | 6th | 7th | 8th | 9th | 10th |
| **Finish** | 1st | **13** | 14 | 15 | 16 | 17 | 18 | 19 | 20 | 21 | 22 |
| | 2nd | 11 | **12** | 13 | 14 | 15 | 16 | 17 | 18 | 19 | 20 |
| | 3rd | 9 | 10 | **11** | 12 | 13 | 14 | 15 | 16 | 17 | 18 |
| | 4th | 6 | 7 | 8 | **9** | 10 | 11 | 12 | 13 | 14 | 15 |
| | 5th | 4 | 5 | 6 | 7 | **8** | 9 | 10 | 11 | 12 | 13 |
| | 6th | 2 | 3 | 4 | 5 | 6 | **7** | 8 | 9 | 10 | 11 |
| | 7th | 0 | 1 | 2 | 3 | 4 | 5 | **6** | 7 | 8 | 9 |
| | 8th | -2 | -1 | 0 | 1 | 2 | 3 | 4 | **5** | 6 | 7 |
| | 9th | -4 | -3 | -2 | -1 | 0 | 1 | 2 | 3 | **4** | 5 |
| | 10th | -6 | -5 | -4 | -3 | -2 | -1 | 0 | 1 | 2 | **3** |

**Dropping to the Rear**
In the event a driver elects the rear, they will not be eligible passing points and will only get finishing points.

If a driver elects the rear, we will cross-over the field; 2nd moves to 1st, 3rd moves to 2nd etc. These would be considered the new starting position. Drivers will not gain passing points for someone dropping to the rear.

Please let the handicapper know prior to going out on the track if you are going to be electing the rear for your heat race and or your feature event. This will help eliminate a delay in the start of the race by having to realign the field prior to taking the green.

**DNS**
If you do not make the feature event, you must get teched out, meaning the tech department has determined your car is not suitable to race. In the event that you are teched out, you will receive last place in handicapping points (credited for being there for the event with the intention of participating in the feature event.)

**Driver / Car Changes**
If a driver change is to take place, you must let the Handicapper know prior to any on track activity for said driver. If you make a driver change OR car change after a qualifying attempt, you will be placed last in the feature line up.

**Penalties**
Avoidable contact penalties may result in a loss of passing points but absolutely not limited to that. Tech and the race director have the right to assess penalties. In severe instances you may be ineligible for passing points or placed last in the feature and/or consolation event.

**Tiebreakers**
If two cars have the same Total Points, tiebreakers are in place to determine feature lineup.

1. Most cars passed in the heat (passing points) would start ahead of the other driver with the same amount of Total Points.
2. If both have the same amount of passing points, then it will be the best heat finish between the two.
3. If still tied it will be the driver highest in championship points.

For Opening Day and the Islip 300, where championship points are not in play, the 3rd tiebreaker would be the driver with the lowest draw number that day.

**Consolation race:** The winner of the consi and the one provisional will get the final two spots in the feature lineup. The provisional goes to the driver with the highest championship points. For opening night, we will take the top two from the consi since there is no championship points yet.

**TOUR TYPE MODIFIEDS HANDICAPPING RULES (New for 2026)**

All Modified events will be time trial events.

**Time Trial Order:** The time trial order will be determined a random draw. Draw numbers will be provided upon handicap check in. Draw numbers will be listed chronologically lowest to highest which will set our time trial line up. The driver with the lowest draw number will take time first.

If you do not make it onto the track for your slotted qualifying spot, you may go out when you are ready but will receive a one lap penalty. If officials determine you are not making your best effort to go out in the order you were supposed to, you may be denied your one lap. You must make your best effort to be ready for qualifying.

If you miss qualifying, you may start the consi or feature but will be placed last in the line up.

**Pre-Race Tech:** There will be no pre-race tech for weekly shows. ONLY the Ted Christopher Cup race will have pre-race tech.

For Impounded events, if your car leaves the impound area after qualifying, you will be placed last in the feature line up.

For all other weekly time trial events where we will not be impounding cars, the top 5 in time must report the scales after time trials have concluded.

**Time Trial Handicapping:** At the end of time trials, the top 8 from time will be handicapped based on the last 3 weeks in points. From 9$^{th}$ on back will start straight up.

**If you qualify in the top 8 but have missed a race in the prior 3 races, you will be credited with 50 handicap points (a win) for each race missed in the last 3 races.**

For opening day, where handicap points have not accrued yet, the top 8 in time will start based on random draw. For race 2, the order of the top 8 will be determined by points from race 1. Race 3 will be determined by the total points from race 1 and 2. Race 4 is where we will begin using the prior 3 weeks to determine the top 8 in the feature line up.

The Ted Christopher Cup races are considered an open event. The 3 week handicap post qualifying for the top 8 will not be in effect. Championship points will be awarded for the finish of these races, therefore, it will affect your handicap for the next 3 races.

# 2026 **Late Models** Rules

Revised Aug 13, 2026

## Table of Contents

**PERSONAL EQUIPMENT** ..... **4**
**DRIVER SAFETY** ..... **4**
**ENGINE OPTIONS** ..... **4**
**OPTION # 1: RIVERHEAD RACEWAY CRATE** ..... **4**
CARBURETOR ..... 5
BASE PLATE ..... 6
BUTTERFLIES ..... 6
THROTTLE SHAFT ..... 6
CARBURETOR SPACER/GASKET ..... 6
IGNITION SYSTEM ..... 6
ENGINE OIL ..... 7
WATER PUMP/ALTERNATOR ..... 7
**OPTION #2: LATE MODEL** ..... **7**
ENGINE DISPLACEMENT ..... 7
ENGINE BLOCK ..... 8
PISTONS/RODS ..... 8
CRANKSHAFT/BALANCER ..... 8
OIL PAN ..... 8
CYLINDER HEAD ..... 8
CAMSHAFT/VALVE LIFTERS/ROCKER ARMS ..... 9
INTAKE MANIFOLD ..... 9

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CARBURETOR....9
Carburetor Jets....9
Body of Carburetor....9
Venturi....10
Base Plate....10
Butterflies....10
Throttle Shaft....10
Spacer/Gaskets....10
FUEL FILTER....10
IGNITION SYSTEM....11
**OPTION #3: CHARGER....11**
ENGINE DISPLACEMENT....11
ENGINE BLOCK....11
INTERNAL CHANGES....12
CRANKSHAFT/BALANCER....12
CYLINDER HEAD....12
CAMSHAFT/VALVE LIFTERS/ROCKER ARMS....13
INTAKE MANIFOLD....14
CARBURETOR....14
Carburetor Jets:....14
Body of Carburetor:....14
Venturi....15
Base Plate:....15
Butterflies....15
Throttle Shaft....15
Spacer/Gaskets....15
FUEL FILTER....16
OIL PAN....16
IGNITION SYSTEM....16
ENGINE LOCATION....16
**WEIGHT RULES....17**

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**BATTERY** ..... 17
**BRAKE COMPONENTS** ..... 18
**CAR BODIES** ..... 18
**EXHAUST SYSTEM** ..... 19
**FUEL CELL** ..... 19
**GAUGES** ..... 20
ELECTRICAL SWITCHES ..... 20
**HOOD** ..... 20
**MIRRORS** ..... 20
**RADIATOR AND FAN** ..... 20
**REAR END** ..... 20
**ROLL CAGE** ..... 21
**SEATS** ..... 22
**SPOILERS** ..... 22
**STARTER** ..... 22
**STEERING** ..... 22
**SUSPENSION** ..... 23
SPINDLES, WHEEL BEARINGS, AND HUBS ..... 23
FRONT SUSPENSION ..... 23
REAR SUSPENSION ..... 23
SHOCKS/SPRINGS ..... 23
GROUND CLEARANCE ..... 24
**TRANSMISSION, DRIVELINE, AND CLUTCH** ..... 24
Transmission ..... 24
Driveshaft ..... 24
Clutch ..... 24
**WHEELS AND TIRES** ..... 24
**WINDSHIELD** ..... 25

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## PERSONAL EQUIPMENT

1. All drivers must have a full-face Snell 2015 rated or better helmet in good condition.
2. No M rated helmets.
3. Fire suit gloves and shoes SFI rated 3.2A-1 or better mandatory
4. AMB 260x, MyLaps Flex or MyLaps X2 transponder mounted a minimum of 12" behind the rear axle on passenger side.

## DRIVER SAFETY

1. A quick release NASCAR approved type seat belt/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 after manufacture.
3. A Hans 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 cars must have an approved fire extinguisher securely mounted within reach of the driver.

## ENGINE OPTIONS

### OPTION # 1: RIVERHEAD RACEWAY CRATE

1. Weight 2775 - 58% left side weight
2. GM 604 Crate Engine will be used with a Holley 650 cfm, Part # 0-80541 carburetor and any 1" aluminum (only) spacer.
3. It is mandatory that ALL crate engines be purchased and sealed by Riverhead Raceway.
   All engines must remain as delivered by General Motors including: harmonic balancer, distributor, valve covers, springs, rocker arms, seals, etc.

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4. It is strictly forbidden to tamper with the factory and/or RIVERHEAD RACEWAY seals in order to gain access to the internal workings of the engine. Anyone caught tampering with the factory and/or RIVERHEAD RACEWAY seals shall immediately have their engine confiscated by Riverhead Raceway and fined $1,000.
5. 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!
6. Any sale of a crate engine has to take place with a Riverhead Raceway Tech Official present.

## CARBURETOR

1. Stock Holley 650cfm, Part # 0-80541 is the only legal carburetor.

## BODY OF CARBURETOR

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

## 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. The 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.

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## BUTTERFLIES

1. Stock butterflies must not be thinned or tapered.

## THROTTLE SHAFT

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

## CARBURETOR SPACER/GASKET

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

## IGNITION SYSTEM

1. MSD Ignition Boxes 6AL #6420 and 6ALN #64306 are approved for use in ALL Engine Options
2. MSD distributor 85551, 85561, and 8570 as well as GM dist. 10093387 are approved for use in ALL Engine Options.
3. Magnetos permitted.
4. One (1) MSD control. Analog style only.
5. NO external rev limiter or timing control modules permitted.
6. NO traction control devices permitted.
7. 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.
8. All engines must use stock firimng order.

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### ENGINE OIL

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

### WATER PUMP/ALTERNATOR

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

## OPTION #2: LATE MODEL

1. Weight 2875 - 58% left side weight
2. 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.
3. 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 hole location or angle for our sample is not permitted.
4. All other cylinder head rules remain the same and pertain to all cylinder heads.

### ENGINE DISPLACEMENT

1. 360 cubic inches maximum.
2. The only Ford engine allowed is the 351 Cleveland.

### ENGINE BLOCK

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

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## 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 allowed.

## CRANKSHAFT/BALANCER

1. Standard steel or cast iron production design crankshafts permitted.
2. Aftermarket steel crankshafts permitted.
3. Any bore/stroke combination permitted provided it does not exceed 360 cubic inches.
4. NO aluminum balancers permitted.

## OIL PAN

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

## CYLINDER HEAD

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

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## CAMSHAFT/VALVE LIFTERS/ROCKER ARMS

1. Solid or hydraulic camshaft permitted.
2. No roller camshaft and/or lifters permitted.
3. No mushroom lifters permitted. Lifters must be similar in design as OEM.
4. Roller rocker arms permitted.

## INTAKE MANIFOLD

1. Any two (2) or four (4) barrel cast iron or aluminum manifold allowed.
2. No tunnel or cross ram manifolds permitted.
3. 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.

## CARBURETOR

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

### Carburetor Jets

1. Jets of any size may be used.

### Body of Carburetor

1. No polishing, grinding, or drilling of holes permitted.
2. 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.

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## 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 not to be altered in size or shape. No holes drilled in the base plate.

## Butterflies

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

## Throttle Shaft

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

## Spacer/Gaskets

1. Only one (1) piece spacer, maximum one (1) inch in thickness, may be installed between the intake and the carburetor.
2. 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.

## FUEL FILTER

1. NO plastic fuel filters allowed. NO additives may be added to fuel.

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## IGNITION SYSTEM

1. MSD Ignition Boxes 6AL #6420 and 6ALN #64306 are approved for use in ALL Engine Options
2. MSD distributor 85551, 85561, and 8570 as well as GM dist. 10093387 are approved for use in ALL Engine Options.
3. Magnetos permitted.
4. One (1) MSD control. Analog style only.
5. NO external rev limiter or timing control modules permitted.
6. NO traction control devices permitted.
7. 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
8. All engines must use stock firing order.

# OPTION #3: CHARGER

1. Weight 2800 - 58% Left side weight

## ENGINE DISPLACEMENT

1. General Motors engines are allowed 350 cubic inches plus .045 inches overbore per cylinder.
2. Ford engines are allowed 351 cubic inches plus .045 overbore per cylinder.

## 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.

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## INTERNAL CHANGES

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

## PISTONS/RODS

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

## CRANKSHAFT/BALANCER

1. Only standard steel or cast iron production design crankshafts permitted
2. Aftermarket crankshafts permitted. Minimum weight 48 lbs.
3. Stroke must be 3.48 inches.NO knife edge crankshafts permitted. NO pendulum undercutting permitted.
4. Only standard OEM type balancers are permitted. Aftermarket steel balancers are permitted. NO aluminum balancers permitted.
5. All crankshafts must maintain (350) main size and 2.100 rod journal size with a maximum of .030 undersize permitted.

## CYLINDER HEAD

1. Cylinder heads must be of stock production only.
2. No bowtie, aluminum, Dart II, or angle plug heads permitted
3. Limit of two (2) valves per cylinder.
4. No titanium or other lightweight valves permitted
5. No porting or polishing permitted.
6. External modifications will not be permitted.
7. Internal polishing, porting, and relieving is not permitted.

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8. All heads are limited to a minimum 60cc combustion chamber.
9. No modifications to combustion chamber permitted, including unshrouding of intake or exhaust valve sides of chamber.
10. 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
11. A 70- degree or greater angle below the bottom of the valve seat is not permitted.
12. 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.
13. 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 jobs are permitted. The bowl area must pass a 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.
14. Valve guide and/or replacement liner permitted. Must remain in its original location.
15. Cylinder heads must retain all factory stock as cast dimensions and configurations.
16. The use of the GM Vortec or Ford SVO series heads are not permitted.
17. 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.
18. On all engines, only one standard flat gasket may be used between the head and the intake manifold. NO wedge type gaskets allowed.
19. NO metal 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/shape as original equipment.

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6. Stud type 1.50 to one (1) ratio roller rocker arms are permitted.
7. OEM type timing chain only. NO gear or belt drives permitted.
8. NO stud girdles permitted.
9. Only steel valve spring retainers are permitted.
10. Shaft style rocker arm not permitted.

## INTAKE MANIFOLD

1. Absolutely NO modifications/alterations allowed. This includes: grinding, porting, polishing, etching, coating, painting, acid dipping, port machining, increasing port entry size, beveling, machining of the carburetor mounting surface.
2. All casting numbers, manufacturer's numbers and firing order must remain on manifold
3. The following aftermarket intakes may be used. All part numbers are current design
4. Edelbrock series intake manifolds:
    a. CHEVROLET#2101
    b. CHRYSLER#2176
    c. FORD WINDSOR#2181
5. Intake Manifold must be approved by the Riverhead Raceway Tech Officials.
6. 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.

## CARBURETOR

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

### Carburetor Jets:

1. Jets of any size may be used.

### Body of Carburetor:

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

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2. Choke horn may be removed.
3. Boosters may not be changed.
4. Size and shape of booster must not be altered.
5. 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 not to be altered in size or shape. No holes drilled in the base plate.

## Butterflies

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

## Throttle Shaft

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

## Spacer/Gaskets

1. Only one (1) piece spacer, maximum one (1) inch in thickness, may be installed between the intake and the carburetor.
2. 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.

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## FUEL FILTER

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

## OIL PAN

1. Wet sump only. NO dry sumps or external oil pumps b. Accusump system allowed.
2. 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.

## IGNITION SYSTEM

1. MSD Ignition Boxes 6AL #6420 and 6ALN #64306 are approved for use in ALL Engine OptionsMSD distributor 85551, 85561, and 8570 as well as GM dist. 10093387 are approved for use in ALL Engine Options.
2. Magnetos permitted.
3. One (1) MSD control. Analog style only.
4. NO external rev limiter or timing control modules permitted.
5. NO traction control devices permitted.
6. 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.
7. All engines must use stock firing order.

## ENGINE LOCATION

1. 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 centerline 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.

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## WEIGHT RULES

1. Factory sealed 604 crate engines purchased outside Riverhead Raceway Crate engine program are permitted using Option #2 weights. The weight rule is subject to change at any time with one weeks' notice to ensure that all engine types remain competitive with each other.
2. 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.
    a. Crate: 2805 lbs,
    b. Late Model: 2905 lbs
    c. 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. Car weighed with the driver in normal position with helmet on lap.
6. The base weight of the vehicle must be displayed on the right side of the hood in a contrasting color at least 2" tall.

## 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 is permitted.

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## BRAKE COMPONENTS

1. Hydraulic four (4) wheel brakes mandatory.
2. No carbon fiber parts permitted.
3. Each brake caliper may not exceed a racer net price of $265.

## CAR BODIES

1. One exposed bar, both front and rear, must mount between the frame rails above the bumper for towing.
2. All cars must have complete bodies, hood, fenders, bumpers, and must be kept in a presentable condition. Original dimensions of all bodies must remain as manufactured.
3. Front bumper mount to be constructed with (1) 1 ¾" dia tube extending from each frame rail to support (1) 1 ¾" round tube bumper. Bumper tube must fit in the bumper cover.
4. No additional support from bumper/bumper supports to frame permitted.
5. 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 the front bumper.
6. Front and rear bumpers may not extend outside of bumper covers.
7. NO NERF BARS. Lexan body/decal protectors permitted.
8. 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.
9. 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.
10. Hood must have positive fasteners, left, right, and center. Also, two (2) positive type fasteners on the back of hood when hinges have been removed.
11. Trunk lid must be in operating condition with positive type fasteners.
12. All cars must have full floors and firewall constructed of 18 ga steel minimum.
13. All cars must have a rear tail panel.

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## EXHAUST SYSTEM

1. Beyea Muffler MUF3-NTD or similar or equivalent soundwise is mandatory.
2. Headers are 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 cells (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 a 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 cells is six (6) inches.
6. Fuel shut off valve mandatory.
7. Electric fuel pumps and pressure systems are prohibited.
8. Must meet NASCAR specifications. It is highly recommended that the fuel cell bladder be
9. NO more than six (6) years old.

## GAUGES

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

## ELECTRICAL SWITCHES

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

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## HOOD

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

## MIRRORS

1. Rear View 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.
3. The mirror cannot extend outside the car.
4. The maximum size of the rearview mirror shall be 2 1/8" x 17 ¾"

## 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 antifreeze is prohibited. Electric fans permitted.
4. Fan shroud may be used but cannot extend more than one (1) inch behind the fan blade.

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## REAR END

1. Locked rear ends are 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 ¾" (.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 the 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 the 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 the roll cage shall be 40 ½" from the bottom of the 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 ½" from bottom of frame.
9. A "Petty bar" is recommended between the center of the 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 RiverheadRaceway Track / Tech Officials.

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## SEATS

1. Containment style seats are strongly recommended.
2. Seat MUST be an aluminum racing seat bolted to a steel frame, connected to the cage. Must have six (6) -3/8" bolts, grade 8 with minimum 2" dia washers securing the 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 the left side of the cage.
5. The seat must be installed so the bottom of the driver's helmet is above the driver's door, with driver in seat and seat belt fastened.

## SPOILERS

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

## STARTER

5. Self-starters must be in working order.
6. All cars must start under their own power.

## STEERING

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

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# SUSPENSION

## SPINDLES, WHEEL BEARINGS, AND HUBS

1. 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.

## FRONT SUSPENSION

1. Coil over front suspension permitted but must mount to lower A-frame. b. Tubular upper A-frames permitted.
2. Tubular lower a-frames or struts permitted.  Maximum 2 inch offset in lower a-frames or struts permitted. Stock lower-a-frames may also be used. Any front sway bar permitted.
3. Two (2) piece adjustable mono-ball upper ball joints permitted.

## REAR SUSPENSION

1. Coil over rear suspension permitted.
2. Rear spring position may be changed, but both rear springs must be located either inside or outside of frame rails.
3. Positively NO mechanical device allowed in order for the driver to shift weight while in motion. NO hydraulic weight-shifting devices permitted at any time

## SHOCKS/SPRINGS

1. Single Shock per Wheel.
2. No external canister shocks permitted

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# TRANSMISSION, DRIVELINE, AND CLUTCH

## Transmission

1. Standard transmission only.
2. Standard transmission must have at least two (2) forward and one (1) reverse gear in working order.
3. No quick gear change or S speed transmissions permitted.
4. Absolutely NO aftermarket transmissions allowed.
5. NASCAR approved scatter-shield required.

## Driveshaft

1. The driveshaft and universal joints must be similar in design to standard production.
2. Driveshaft must be steel and painted white.
3. Two (2) driveshaft straps required.

## Clutch

1. Multiple disc clutch permitted.
2. Only steel discs permitted.
3. The use of carbon fiber or other lightweight materials are not permitted.
4. Minimum clutch diameter will be 5 ½ inches.

# WHEELS AND TIRES

1. Hoosier 10" tire ST1 left, F45 right. Eight (8) inch or ten (10) inch rims permitted. All four(4) rims must be the same width on the car.
2. Steel wheels are mandatory. Any offset is okay.
3. The maximum allowable tread width, measured from the outermost part of the tire, both front and rear, shall be 81 inches.
4. Minimum length of wheelbase shall be 103.5".

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## WINDSHIELD

1. A completely 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

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