

# RIVERSIDE SPEEDWAY

## LATE MODEL RULES

### 2010

#### A. FRAME & CAGE CONSTRUCTION

1. All cars will have a minimum wheelbase of 104" (maximum difference of 1" from left to right side), and a maximum tread width of 64 ½" (C/L tire to C/L of tire at the spindle height)
2. Perimeter type tubular frames required on all models and shall have a minimum of:
  - 10" perimeter tubing - .120" wall thickness
  - 12" perimeter tubing - .095" wall thickness
  - 16" perimeter tubing - .083" wall thickness
3. Front and rear clip must be a minimum of 10" and .083" wall thickness. Rear clip must extend beyond fuel cell area. Cars using a factory stock clip with stock steering box location will be allowed a tread width of 66 ½".
4. A symmetrical perimeter roll cage is required on all cars with the following specifications:
  - Tubing – minimum 1.75"/.090" wall thickness DOM or seamless
  - 4 point cage with minimum height from the bottom of the frame 40.5"
  - Halo pipe to be no less than 46" outside to outside, and must have a centered or diagonal brace.
  - 4 curved horizontal bars required on drivers' side, at least 8" from seat.
  - Minimum of three door bars required on left and right side – may be straight, diagonal or bent.
  - A 1/8" minimum plating of drivers' door bars is recommended.
  - Main frame rails and clips may not be drilled or otherwise lightened.

•Cars not meeting these minimum requirements will be required to add weight or not race at all per discretion of safety inspectors.

5. A Red Mead bar is required under the drivers' seat, and a side foot safety bar is mandatory.

6. A headrest or seat back that supports the head is mandatory, and a splashguard is required behind the head and shoulders.

7. Some cars may be grandfathered with the approval of the contest board in writing.

## **B. INTERIOR DETAIL**

1. 16 gauge steel required for drivers' side floor, 18" high on foot firewall and 9" high on drivers' side tunnel.

2. Interior of car must be completely enclosed in respect to the engine compartment, track surface, tires and rear fuel cell, using a minimum of .040" aluminum or 22 gauge steel.

3. Right side floor may be level with transmission or drop back down to the level of floor on the drivers' side.

## **C. BODY SPECIFICATIONS**

1. Bodies must be factory stock or approved aftermarket steel or aluminum. Plastic fenders allowed. Fiberglass roofs and hoods are allowed. Plastic or rubber front bumper cover, rear bumper cover are allowed. No carbon fiber panels. ACT legal cars may run ABC body.

2. Approved Models as follows: Ford Taurus, Camaro, Firebird, Buick Regal, Ford Thunderbird, Chrysler Lebaron, Chevy Lumina, Olds Cutlass, Grand Prix, Monte Carlo, Dodge Avenger, and Dodge Intrepid. Newer models may be used after approval.

3. Five Star lexan type rub rails allowed. No steel or aluminum .

4. Entire front fenders and vertical side of nose panels must be free for

decals from participating sponsors and contingency award companies.

5. Rear spoiler is allowed. Maximum height 5" from bumper cover, and 60" wide, centered and .090 thick.

6. Hoods must have four positive locking hood pins, and trunk lids must have minimum of two.

7. Exhaust may exit under the car pointed down, or out the side of the car behind drivers' compartment. If exhaust exits out the side door, exhaust must be flush with door panels.

8. A full, stock dimension windshield is mandatory and must be a minimum 1/8" thickness Lexan. Center of windshield must be braced with a minimum of three, 1" wide x 1/8" thick straps or safe equivalent.

9. A full dimension rear window is mandatory. Window is made of minimum 1/8" thick Lexan. Window must be held securely in place by a minimum of two external straps.

10. Models with rear quarter windows may have stock openings covered with securely mounted Lexan.

11. Outside air vents are allowed.

12. Minimum ground clearance of any body panel is 4", including bumpers, bumper covers, side skirts and nose pieces.

13. A quality paint job is mandatory with high contrast numbers that are easy to read day or night. Bodies must be kept neat and painted at all times. Both front fenders must be kept clean and available for mandatory track decals and stickers.

#### **D. LETTERING AND NUMBERING**

1. Numbers are assigned to drivers on a first come, first serve basis, and cannot be changed for the entire season. Cars changing drivers will also have to change numbers.

2. Required number locations and size are as follows:

- Both sides of car – 18” minimum
- Roof (read from right side of car) – 18” minimum
- Upper right corner of windshield – 6” minimum
- Front and rear tail light covers – 6” minimum

3. Numbers should be highly contrasted to paint scheme. No chrome or silver numbers allowed. Numbers must be neat, and easy to read for the scorers. If scoring finds your numbers unacceptable to read, you will be asked to repair them. If not repaired by the next week, you may be notified by the Race Director that you are unable to compete until the numbers are repaired. Do it right the first time.

4. All race vehicles will have their class designated on each front fender in 4” letters.

## **E. FUEL SYSTEMS**

1. A 4412 Holley 500 cfm, two-barrel carburetor is required. It must pass GO-NO-GO gauge. A Moroso #64965 restrictor plate with a 1½” bore, and a Moroso #64948 spacer and three standard gaskets are mandatory. Maximum thickness of spacer gaskets is 1½”. No modifications allowed to carb other than removing stock choke plate. No carb hats or air deflecting devices allowed. Base of filtering housing must fit 5 1/8” diameter circle at the top of carburetor. Air filter and fresh air boxes only. Rules may be adjusted accordingly as needed to insure parity through the field. Fuels must not mix with water or any additives.

2. A minimum 15 gallon fuel cell is required, and must be enclosed in a minimum 20 gauge steel box, and have a bolt on the cover. The fuel cell must be centered between the rear frame rails and protected on the bottom, sides, and back portions

3. Any fuel line running through the interior of the car must be located inside steel conduit.

4. A check valve must be installed on the fuel cell vent line.

5. No electric fuel pumps allowed.

## **F. SUSPENSIONS, STEERING, AND BRAKES**

1. Steering box or rack and pinion steering allowed. Power steering pumps must be driven from front of motor by belts.
2. Spindles must be steel. Steering arms may be steel or aluminum.
3. Any stock or aftermarket steel upper and lower control arms with heim joints. Both lower control arms must be equal in length. Measurements will be from center of mounting point to center of ball joint.
4. Jacking bolts allowed. You can now run big spring 5" and coil over packages.
5. Only one shock per wheel. Must be steel and have as original manufacturers price of \$150.00 or less per shock. Internal parts must remain stock as manufactured. All coil-over cars may run the following shocks: KONI: KON30-7436, recommended KON30-7325, KON30-9325 recommended, KON30-9436 or KON30-1309 or they can run any shock that fits the shock rule.
6. All four brakes must be in good working order. Minimum 1" steel rotors required on front, .800" minimum on rear. Master cylinders and pedals of any type allowed. Dual piston calipers allowed. if dual piston caliper used a twenty-five pound weight penalty will be assessed.
7. Quick change and floater type rear-ends allowed. Solid flange drive plates only. No cambered or bent rear-ends allowed. Any OEM rear-ends must have approved aftermarket axles. Rear-ends may be locked or open type, but no ratchet or limited slip devices of any kind allowed. No traction control devices allowed. Anyone found with a traction control device of any kind will be suspended for the balance of the season and fined \$1000.00.
8. Truck arm or three point rear-end mounting allowed. Rear trailing arms and third link may have rubber biscuits and heim joints. No aluminum truck arms, no fifth coils, no watts linkage, no torque arms, and no mechanical or electrical devices to transfer weight while in motion.
9. Panhard bar with two heim joints allowed. One bar with two heim joints only.

10. Any one-piece sway bar allowed. Heim joints are allowed on front clips only. Must be mounted on bottom side of front clip, working off lower A-frames.

11. Drive shafts must be steel and painted white.

## **G. ENGINES**

1. Blocks must be steel OEM only. Maximum engine setback for all cars - # 1 spark plug hole will be even with center of ball joints on upper control arms. Allowable Engines include:

- Chevrolet 305, 307, 327, 350 – Maximum overbore +.040”
- Ford 302, 351 – Maximum overbore +.040”
- Chrysler 318, 360 – Maximum overbore +.040”

2. Pistons: After market flat top pistons allowed (reason : cheaper for after market than OEM). Floating pins allowed. Minimum .000” deck height. GM Crate Option Engines must retain stock pistons for engine.

3. Connecting rods: Any steel connecting rod of comparable length and configuration to stock allowed.

4. Crankshafts: Must be cast or forged steel. No lightening of knife edging. Balancing is allowed.

5. Oil system: No dry sump systems allowed. Oil pump must be in the pan.

6. Aluminum intake manifolds are allowed. Edelbrock Performer RPM #7101 or Performer RPM #7116 intakes allowed on GM Vortex heads. Also allowed are #2101 Performer for regular heads and #2116 performer for Vortex heads. No modifications of any type allowed.

7. Heads: Any stock steel OEM head with a minimum 60c.c. chamber allowed. Stock casting numbers must be present. No porting, polishing or angle milling allowed. Aftermarket valves may be used. Maximum valve sizes as follows” 202 heads with have to add 50 lbs.

8. Cams: Solid or mechanical type lifter cams only (except ZZ4 Crate Motor Option). Screw in rocker studs, roller rockers and stud girdles

allowed. No shaft mounted rocker systems on non-Mopar engines. No gear or belt drive systems.

9. Headers are allowed. Mufflers are required (2 Howe #3002 mufflers or equivalent / quieter system). 180 degree headers or 2 into 1 systems are allowed.

10. Ignition system: Distributor and coil must be stock type, or MSD components. No magnetos. No twin fires. Alternator must be in working order. Working starter is mandatory. Batteries will not be in drivers' compartment or fuel cell area, and must be securely fastened.

11. Cooling systems: Any radiator allowed with catch can. Overflow must blow out right lower corner of windshield. Electric fans are allowed. Stock steel or aluminum water pumps allowed. Oil coolers allowed. Water and only red are approved water –wettors! Not green. Any driver found using such liquids may be subject to a fine of up to \$300.00.

12. GM – Crate Motor Options: The ACT/GM ZZ4 Crate Motor and the Vortec Steel headed Crate motor will be allowed to run, but only in stock form (heads, cams, rods and pistons). Both motors will use the standard Holley 4412 – 500 cfm, 2 barrel carburetor, with the same restrictor plate as conventional motors. Carburetors must remain stock, with no modifications except for removal of stock choke plate.

13. No carb hats or air deflecting devices allowed. Base of filtering housing must fit 5 1/8” diameter circle at top of carburetor. Air filter and air boxes only. This means you only have the air box, air filter and solid steel or aluminum cover. Absolutely no plastic covers, filter tops or similar devices allowed.

14. Restrictor plates: No LMS car will be allowed to compete without a designated restrictor plate as described in our rulebook. There will be no grace period whatsoever, and entry monies or pit fees will not be returned to any member of the team.

## **H. TRANSMISSIONS/CLUTCHES**

1. Transmissions must be stock standard 3 speed, or 4 speed (1<sup>st</sup> gear may be removed). No automatic transmissions allowed.

2. Steel OEM flywheels must weigh a minimum of 15 pound. After market steel type bell housing must have a 2" inspection hole drilled in the bottom for inspection viewing. Aluminum bell housings allowed with small clutch only. All cars running big clutch must run steel bell housing.

3. Clutches: Single disc clutches, one 10.4" clutch disc, one pressure plate only allowed. No lightening of pressure plate or disc. No aluminum pressure plates allowed. 7.25" after market, double or triple disc clutches are allowed.

## **I. HEIGHTS**

1. Minimum heights with driver in the car as follows:

- 4" frame height, measured at lowest point ON FRAME including cross members.
- Skidpan lowest height is 3 ½".
- 38" minimum cage height from top of frame.
- 10" center of crankshaft off ground.
- 47" roof height – 10" back from windshield on roof.
- 8" bottom of fuel cell can

2. Riverside Speedway Officials reserve the right to make adjustments on these heights, as deemed necessary.

## **J. WEIGHTS**

1. All weights and percentages will be with the driver in the car including after heats.

2. All cars will have a MAXIMUM of 56% left side weight.

3. The following are the weights for the car with driver:

- 2850 lbs. after qualifying
- 2810 lbs. after a 40/50 lap feature
- 2775 lbs. after a 75/100 lap feature

Maximum tolerance with driver after a race is 5 lbs. to be strictly enforced!

## **K. WEIGHT PENALTIES**

1. Cars will be assessed weight penalties for using the following racing equipment:
  - Dual piston brakes – 25 pounds
  - 2:02 heads – 50 pounds
2. 305, 311, 327 C.I.D. & 602 crate Engines will receive a 50 lb. weight break to start the season. This rule is subject to change at the discretion of Technical Official and track management if deemed necessary.  
305, 311, 327 C.I.D. & 602 crate motors will not be mandatory to run restrictor plates
3. All weights are subject to change with one week's notice, in the interest of parity.

## **J. MEASUREMENTS**

1. All height and weights will be measured with driver in the car, including after heats, and features, as well as all pre-race requirements.

## **K. TIRES**

1. Each team may purchase 8 new tires to start the season. If you race the first event, you have until race #2 to purchase all eight plus one for the second event. After race #2 any tires not purchased are lost and can not be made up.
2. One new tire may be purchased for every event except race #1.
3. Two tires may be purchased for special events at the discretion of tech
4. Any new car that starts after the first event may purchase just six new tires and may purchase one additional tire for each event that they enter.
5. Each team that purchases 8 new tires at the start of the season and races the first three races consecutively will receive two cut tire slips that can be used at their discretion during the season.
6. Goodyear will be the tire for 2010. All of the tires registered to each car are considered available to use at any 2010 race at the discretion of the crew. You do not have to use the new tire purchased on the day of the event that night.

7. A minimum durometer number will be posted after tire testing in the spring.
8. No foreign substances or softeners allowed. Anyone caught altering their tires will forfeit all event points and earnings, will be assessed a \$250 fine (must be paid before car may compete again, even if a new driver is at the wheel), will be docked 100 points from his/her total, and will start at the rear of all remaining events.

9Track Management reserves the right to confiscate the tires and wheels of any or all Late Model competitors, and hold them until the next Late Model event.

## **L. WHEELS**

1. Wheels: 8" Maximum width, and 3" to 5" backspacing allowed. Tire relief valves for air pressure, are allowed.

## **M. TIRE SLIP POLICY**

1. Every qualified car must turn in a tire slip prior to the running of the feature event. The tire slip will have 4 spaces clearly marked for tire #'s that you are declaring to run in the feature. Failure to turn in a tire slip will result in forfeiting all feature earnings, and points, resulting in a disqualification for the event. All tires and wheels must be clearly marked with the coinciding tire number. This is mandatory and will be checked in tech.

## **N. SAFETY REQUIREMENTS**

1. A full fire retardant suit, gloves and a Hans or Hutchins Device and a DOT or Snell helmet are mandatory. Fire retardant undergarments, socks and shoes are highly recommended.
2. A rotary Battery Cutoff Type switch, painted red, must be mounted in the middle of the car, so that safety crews may reach it from either side.
3. Drivers' seat must be bolted through frame or roll cage.
4. Seat belts must be a minimum of 5 point, quick release system, using 3" wide materials. It is the drivers' responsibility to insure seat belt system, seat mounting and head restraint systems are approved, have current dating tags,

and are installed and maintained properly. Seat belts may be no older than three years old.

5. An approved window net with a seat belt type latch or safe equivalent, and at least 3/8" rods top and bottom, is required.
6. Approved padding is required all around the driver, including roll cage, steering wheel and steering shaft.
7. A minimum 2 ½ pound fire extinguisher with a gauge, must be mounted safely on the right side of the driver. On board fire systems highly recommended.
8. Front and rear loops around drive shaft are required. Minimum 1" x 1/8" steel strap.
9. No lead weights allowed on wheels.
10. Rear view mirrors are highly recommended.
11. Two-way radios allowed. If no two-way system is installed in racecar, than a scanner, programmed only to track frequency must be used. All restart lineups will be done through the track frequency. All race teams must have somebody monitor track frequency and relay message to spotter. Failure to do so will force you to go to the rear on any restart that you do not respond to.

## **O. MISCELLANEOUS**

1. Contact Riverside Speedway office for licensing information.  
Jean LeBlanc 1 Brook Road, Gorham NH 03581
2. Car numbers will be issued only upon receipt of a license application and appropriate related fees.
3. The Management of Riverside Speedway in the best interest of competition and the sport in general, will govern race procedures, inspections and safety regulations. Riverside Speedway Management reserves the right to revise the above rules as they deem necessary in the best interest of competition and parity of the division.

## **P. ELIGIBILITY**

1. Drivers must be at least 16 years of age (see general rule #4), and purchase a Late Model license. Anyone age 16 or under will be approved by the Board.

2. A competitor who competes in three or less Late Model feature events in a given year, retains eligibility for future Rookie of the Year status. Drivers wishing to run for the Rookie of the Year, must file with the Speedway Office, when securing their Late Model license.

3. All rules are subject to change by the Tech team. It is the responsibility of the competitor to obtain, and become familiar with the current general rules pertaining to the division in which he/she chooses to participate in. Any item not covered in the Riverside Speedway rules section must be stock or approved in writing by the Director of Competition or Technical Official. If any item being considered for use in this division is not addressed in these rules, competitors are required to contact Riverside Speedway for a judgment as to acceptability. The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events, and to establish minimum acceptable requirements for such events. All participants are deemed to have obtained, read and understood a copy of the current rules, and complied with these rules. No express or implied warranty of safety shall result from publications of, or compliance with these rules, and/or regulations. They are intended as a guide for the conduct of the sport, and are in no way a guarantee against injury or death to a participant, spectator, or an official. All rule clarification letters from the previous seasons are void, and can not be used in the 2010 race season. It is highly recommended that you carefully read your rulebook, and know what it contains. You are responsible for knowing the rules.

### **LATE MODELS PURSE**

#### **1-8 CARS**

- 1. \$500.00**
- 2. \$250.00**
- 3. \$200.00**
- 4. \$120.00**
- 5. \$110.00**
- 6. \$100.00**
- 7. \$ 90.00**
- 8. \$ 80.00**

#### **9 OR MORE**

- 1. \$700.00**
- 2. \$400.00**
- 3. \$250.00**
- 4. \$200.00**
- 5. \$150.00**
- 6. \$140.00**
- 7. \$130.00**
- 8. \$120.00**
- 9. \$110.00**
- 10. \$105.00**
- 11.+\$100.00**

FOR TECHNICAL INFORMATION CONTACT:

Doug Shannon  
Director of Competition  
603-636-2376

You should retain all written and signed answers to questions in your rulebook for future reference. Rule clarifications or changes will be posted in the pit area and sent to all registered and licensed competitors.

Management reserves the right to impose weight penalties to any car deemed “hurting” the competition.

The Technical Team has the final say in determining the interpretation, construction, or design of the rules.