

RIVERSIDE STOCK 2019/RULES

MUFFLERS MANDATORY/RACECEIVERS MANDATORY

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. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED 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 official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

**The Management of _____ Riverside International
Speedway_____**

SECTION I: GENERAL

1.1 This is an entry economy class to enable racers to get started in V-8, full bodied car racing. Any American made sedan coupe, or pickup truck is eligible. No station wagons, 4 wheel drives, or Jeep type vehicles. No two door sports type cars.

1.2 Minimum stock wheel base cars allowed 101" Example: (If car is 108" from Factory your car must be 108. This does not mean you can shorten your car to 101). (One inch tolerance on one side only).

1.3 Car must have a towing hook in the front and rear of car or chains bolted to frame. Must be easily accessible to the tow truck operator.

1.4 Body & engine must be same manufacturer. GM to GM, Ford to Ford, Chrysler to Chrysler. (NO EXCEPTIONS)

SECTION 2: SAFETY

2.1 All safety items are subject to Technical Inspectors approval.

SECTION 3: BODY

- 3.1 All doors must be welded, bolted shut or rivited. (Bolted highly recommended)**
- 3.2 All glass must be removed.**
- 3.3 All molding, lights and light lenses must be removed.**
- 3.4 Rear seat cushions must be removed and any resulting holds must be covered with .22 gauge sheet metal.**
- 3.5 Steel or aluminum bodies are allowed.**
- 3.6 May tie front and rear unibody rails together.**
- 3.7 Steel floor pans and firewalls must be retained. Firewall can be pushed back for distributor clearance. (Not to exceed 6")**
- 3.8 Wheel openings may be cut and rolled-in for tire clearance.**
- 3.9 Front inner wheel wells may be removed.**
- 3.10 Steel or Aluminum bodies must remain original factory stock appearing (No chopping, channeling, shortening or cutting allowed). Aftermarket steel or aluminum body panels are allowed for repair of race damage. Replacement Body Panels must resemble stock panels. (Bodies must appear stock). No flat side must appear to be year model as car is.**
- 3.11 Hood and deck lid bracing may be removed. Fiberglass hoods allowed, but must remain stock appearing.**
- 3.12 Hood and trunk must be secured with positive type fasteners. No hinges.**
- 3.13 No mirrors.**
- 3.14 Rub rails are permitted between front and rear fender wells and must not protrude from body more than 1 inch and not wider than 2 inches. Must be securely fastened, minimum of 3/8" bolts.**
- 3.15 After-market racing nose pieces will be permitted.**
- 3.16 Body subject to Tech Inspector's approval.**
- 3.17 New bodies may be used on old chassis (for example, 1982 or later Camaro body on 1981 or earlier frame) as long as length and width are accommodating. Must be tech approved. Example: Frame has to be stock wheel base and if you put a 101 body on a 108 frame the frame has to be 108. (Unaltered and Stock)**
- 3.18 Must have stock bumper or tech approved reinforcement. No sharp edges. No heavy gauge bumpers allowed. If tube bumper, end of bumper must be capped and shortened. (See diagram #1)**
- 3.19 All sheet metal must be in good condition and appearance.**
- 3.20 Numbers must be at least 18" high on both doors and on the roof, and in contrasting colors to the body color. Roof number must be placed so that it is read by viewing the car from the passenger side, and easily visible to the scoring**

tower. No holographic numbers.

3.21 Eight Inch Metal or Aluminum spoiler allowed. (See Diagram #2)

SECTION 4: FRAME

4.1 Completely stock and unaltered. (with exception of repairing wreck damage in accordance) behind rear loop or behind axle housing Camaro stock rear suspension point must be retained. (See Diagram #3)

4.2 May tie sub frames together.

4.3 Track width maximum of 82" measured outside to outside of tires. Motor has to be centered in frame. Offset frames not allowed. (NO EXCEPTIONS) (See Diagram #4)

SECTION 5: ROLL CAGE

5.1 Full 8 point roll cage required, with a minimum of three (3) door bars on driver's side and two door bars on passenger side is mandatory.

5.2 May not reinforce the body or alter the geometry of the car. No offset cage. (NO EXCEPTIONS) (Left or Right)

5.3 Side bars on driver's side may extend into the door opening. (See Diagram #5)

5.4 Bars must be welded and gusseted.

5.5 Minimum of two bars must extend back through rear firewall, and connect to rear frame. Rear loop allowed.

5.6 Front loop around radiator allowed, but not wider than roll cage.

SECTION 6: FIREWALLS

6.1 Front and rear must be stock with all holes patched with sheet metal to seal the driver's compartment. Should not be able to see through firewall either. (NO EXCEPTIONS)

SECTION 7: WHEELS/TIRES

7.1 Hoosier asphalt pull offs or Hoosier 500 stock car tires. **IMCA RACING TYPE G60 – 15 SIZE ALSO ALLOWED. Rear tires must durometer minimum 50. Must hoop 15". (See Diagram #6)**

7.2 Maximum wheel width – 10", steel wheels only. All offsets must allow front and rear to track the same. Offset subject to tech inspection and approval.

7.3 Mag wheels are not allowed.

7.4 Must use 5 oversized lug nuts per wheel.

7.5 Larger wheel studs required on all four wheels.

7.6 Plating a stock wheel is legal, steel wagon wheel or steel slot wheel is considered a reinforced wheel without any modifications and is legal.

7.7 Bead locks allowed.

SECTION 8: BRAKES

8.1 Brakes must be in working order at all times, and each wheel must lock up on

inspection. Right front brake optional.

8.2 Cut-off valves or adjustable proportioning valves are allowed in driver's compartment.

SECTION 9: SUSPENSION

9.1 Front and rear springs may be aftermarket parts. Rear sliders allowed.

9.2 Minimal modifications allowed to install springs, such as cutting of spring bucket area.

9.3 Spacers may be used, but only for frame-to-body clearance.

9.4 Front shocks must be mounted in stock location. Rear shocks can be located in any position. Steel shocks only. No aluminum shocks. Heims on rear shocks only.

9.5 No coil overs or air shocks. Non-Adjustable racing shocks allowed – one per wheel.

9.6 **Modifications are not allowed to stock lower control arms.**

9.7 **Steel control arm bushing allowed.** May use urethane replacement bushings.

9.8 **All steering arms and parts must be factory or suitable replacement. (TRW, Moog, Dana, McQuay Norris). Steering quickener allowed. Outer tie rod may have steel sleeve and steel heim.**

9.9 Factory or aftermarket stock length rear trailing arms are allowed. Must be equal length bars.

9.10 Factory 4 link must use all trailing arms and bushings must be in good repair. Mono-ball bushings okay on trailing arm cars.

9.11 No aftermarket panhard bar.

9.12 No jacking bolts.

9.13 Adjustable weight cups allowed 2 per car can be on front or rear. (or mixed)

9.14 Shackles on leaf spring cars are permitted, mono-ball bushings on coil cars are permitted.

9.15 All arms on coil car rear suspension must be factory length and stock type bushings or mono ball bushings are allowed.

SECTION 10: CLUTCH/TRANSMISSION

10.1 Stock type transmission and single disc stock type clutch only. (10" clutch or larger) No quick change transmission.

10.2 Automatic transmission must have stock torque converter (no Lock Up converter). Ten inch converter permitted.

10.3 Safety strap of 360 degrees under front half on drive shaft required.

10.4 Steel flywheels only. Flywheels must weigh a minimum of 16 lbs.

10.5 Any stock type 3 or 4 speed transmission with reverse, car must pull forward and reverse under it's own power from driver's compartment.

10.6 Automatic transmission cooler is permitted. Must not be in driver's compartment.

10.7 Stock steel drive shafts painted white only.

10.8 May use hydraulic throw-out-bearing and master cylinder.

10.9 A 360 degree blow proof bell housing is mandatory. Must have 3 inch inspection hole in bottom to inspect clutch. Auto transmission must have SFI approved shield or blanket.

SECTION 11: REAR-END

11.1 Must be stock factory parts. May use Ford 9". Rear axle must be located in the stock position.

11.2 Locked rears are mandatory. Spool or welded spider gears allowed.

11.3 Floating rear ends allowed, but no 3/4 ton truck rears, no true track rear ends allowed.

SECTION 12: BATTERY

12.1 Batteries may be moved to the inside of the car but must be securely fastened inside a box.

12.2 Batteries permitted in trunk.

12.3 Batteries must be mounted in an approved container.

12.4 Gel batteries recommended.

SECTION 13: COOLING SYSTEM

13.1 One stock type aluminum or racing radiator only under hood in front of engine in stock location.

13.2 No anti-freeze allowed. Water wetter allowed.

SECTION 14: FUEL SYSTEM

14.1 Pump commercial gasoline or racing fuel only. No alcohol. Fuel will be subject to tech.

14.2 Fuel cells must be used, and will be checked for condition and date of manufacture.

14.3 Fuel cells must be vented to the outside of the car.

14.4 Fuel cells may be mounted 3 inches lower than bottom of rear frame rails. (See Diagram #1)

14.5 Fuel caps must be secured to fuel cell (or safety wired).

14.6 Fuel line may not exit bottom of fuel cell.

SECTION 15: ENGINE

15.1 All casting numbers must be unaltered.

15.2 Must be in stock location. (Left to Right) Driver's side front plug must be in line with grease fitting on left front upper ball joint. No set-back allowed.

Minimum height of center of crankshaft from the ground is 10 inches. Set back not to exceed #1 plug to ball joint.

15.3 Blocks:

15.3.1 Production OEM only. (No bowtie, SVO, etc.).

15.3.2 Cast iron only. No aluminum blocks or heads.

15.3.3 A maximum overbore allowed .060

15.3.4 Maximum Cubic Inch Displacement : GM – 362 cu. in., Ford – 362 cu. in. and Chrysler – 370 cu. in.

15.3.5 Must pass pump check.

15.4 Cylinder heads: Aftermarket Vortec replacement style heads will be permitted. This will be the only aftermarket head allowed. (No bowtie) (No SVO) (No MOPAR Performance) Valve size not to exceed 2.02 (any brand or make GM, Ford or Chrysler). 23 degree heads only.

15.4.1. No stud girdles

15.4.2 No GM small block angle plug heads.

15.4.3 No porting or polishing.

15.4.4 GM – 55 cc min., Ford – 55 cc min.

15.4.5 Valve spring diameter limited to original production diameter for head used.

15.4.6 Three angle valve job maximum.

15.4.7 No titanium valves or exotic metals. Steel or Stainless valves only.

15.4.8 Stock valve stem diameter and length. Aftermarket retainers and keepers allowed, but in stock OEM configuration.

15.4.9 No under-cut valve stems.

15.4.10 Stock-type or aftermarket steel or aluminum roller rocker arms allowed. No shaft systems or rev kits allowed. Maximum Ratio for make: GM – 1.52:1 for steel; 1.50:1 for aluminum, Ford – 1.6:1

15.4.11 Polylocks are permitted.

15.4.12 Stock diameter push rods.

15.4.13 No bowl work allowed under valve seat.

15.4.14 No porting or machining for gasket matching allowed. Minimum clean up permitted. Subject to CC inspection.

15.4.15 Stock type valve spring configuration only. No beehive springs.

15.4.16 Screw-in-studs & guide plates allowed.

15.5 Pistons:

15.5.1 Any flat top piston allowed with 2 or 4 valve reliefs.

15.5.2 No Domed pistons.

15.5.3 Stock wrist pin diameter. No lightened pins.

15.5.4 Zero deck height.

15.6 Crankshaft:

15.6.1 Stock production or any aftermarket Cast replacement style crank will be

allowed.

15.6.2 Stock stroke only.

15.6.3 Any means of lightening other than balancing is illegal.

15.6.4 No knife edging.

15.6.5 Solid steel aftermarket dampener allowed. No Fluid dampeners.

15.7 Connecting rods.

15.7.1 Must be OEM I-Beam rod. Press pin or floating pin permitted. Any aftermarket "SIR" style replacement I-Beam rod will be allowed.

15.7.2 Stock length only (GM – 5.7" Rods only).

15.7.3 No polishing.

15.7.4 Any means of lightening other than balancing is illegal.

15.7.5 Aftermarket rod bolts permitted.

15.8 Camshaft/Lifters:

15.8.1 Hydraulic or solid flat tappet allowed. No mushroom lifters or hydraulic roller.

15.8.2 No roller cams or roller lifters.

15.8.3 No gear drives.

15.8.4 Stock lifter diameter only.

15.8.5 No variable duration / bleed-down type lifters.

15.8.6 Firing order on engine must remain original.

15.8.7 Engine must show **14" vacuum at 1000 rpm. No vacuum pumps. We can use your tach or the tracks tach to check vacuum. Must pull proper vacuum both ways.**

15.9 Intake Manifold / Carburetor:

15.9.1 Any 2 or 4 bbl cast or aluminum intake manifold allowed. No tunnel ram intakes.

15.9.2 No TBI manifolds.

15.9.3 One Holley model 4412, 500 CFM two (2) barrel or Rochester two (2) barrel only.

15.9.4 No polishing, grinding, porting or cutting allowed with the exception of choke butterfly plate and choke tower removal. Must pass inspection using "Go, No-Go" gauge.

15.9.5 May use two gaskets, maximum thickness 0.08 inch each.

15.9.6 A two-inch spacer or adapter maximum.

15.9.7 Stock OEM STYLE mechanical fuel pumps only, in stock location. No electric fuel pumps.

15.10 Ignition:

15.10.1 Any stock OEM distributor allowed.

15.10.2 Single points.

15.10.3 Any stock style OEM coil allowed. Must fit in stock cap if HEI.

15.10.4 Stock style HEI systems permitted. No MSD modules.

15.11 Exhaust:

15.11.1 Economy headers OK. No 180 degree headers.

15.11.2 No modifications allowed.

15.11.3 H-pipes & 2 into 1 systems allowed.

15.11.4 Exhaust pipe diameter 3" maximum I.D.

15.11.4 Exhaust must be securely bolted. No band clamps permitted.

15.12 Engine Location / Oil Pans:

15.12.1 Stock location only. See #1 plug rule, above.

15.12.2 Aftermarket oil pans allowed.

15.12.3 Engines may be bolted direct to the frame, or chains over engine mounts are permitted.

SECTION 16: WEIGHT

16.1 Car will be weighed in post-race condition.

16.2 Car must weigh 3000 lbs with driver and no added fuel.

16.3 The track scales are official. (NO EXCEPTIONS)

16.4 Failure to meet weight will result in disqualification.

16.5 All lead must be properly secured and painted white. (Subject to tech inspection). MUST BE BOLTED.

16.6 All lead must have car number painted on it. (Subject to tech inspection).

SECTION 17: Protest/Post-Race Inspection

17.1 \$600.00 for the top half of engine. \$900.00 for complete engine. \$100.00 protest on flywheel.

17.2 Track does NOT pay for labor or materials associated with teardown for inspections.

17.3 Protest must be submitted to the race director or track official within 10 minutes of feature completion (drop of checkered flag) for this class and before the top 5 cars and drivers are released from the scale area. Car protested has right to counter protest and must be in the top 5 (only the top 5 cars can protest).

17.4 Can OR Can't rule: Do not try to read between the lines in the rule book. Just because the book doesn't say you can't, don't assume you can. Any modifications not specifically outlined here are at the Tech Departments discretion. All final decisions will be made by the Tech Officials. Ask first before you assume something is legal. The Penalty will be loss of points and winnings for the night and suspension will be decided by track officials, if not stated otherwise.

SECTION 18: P & G TEARDOWN

18.1 All participants are subject to a P & G test at anytime . Failure to comply with this rule will result in automatic disqualification, loss of money and points for that night. If a driver/owner refuses to the inspection before the car is allowed to compete again the car/engine will be inspected (inspection may include a engine teardown).

18.2 If found illegal on carburetor with “No Go” gauge one week off and you will lose your points and money for that night.

If found illegal on head infraction two weeks off, you will lose your points and money for that night.

If found illegal on flywheel one week off, you will lose your points and money for that night.

If found illegal on fuel one week off, you will lose your points and money for that night.

If found illegal on motor size (cubic inch) 4 weeks off, you will lose your points and money for that night.

18.3 Safety issue (wrote up) one week to fix. (NO EXCEPTIONS)

18.4 If caught on any two head and motor issues out for the rest of the year. (Car and driver).

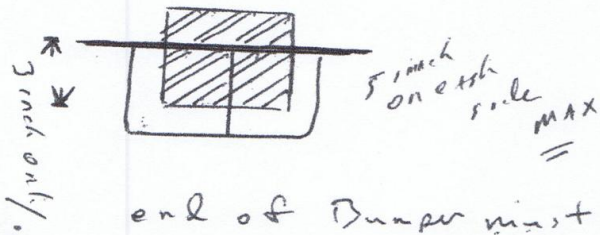
18.5 Limit two protest per year.

18.6 Refuse any protest four weeks out.

18.7 Rain-outs do not count.

18.8 Once a protest is submitted and teardown begins it is intended that the Protested party will follow through with committed teardown until complete. If at any time after teardown has started the Protested party decides to stop inspections whether any infractions have been found or not, the engine will be found illegal, the driver will be disqualified, will lose purse for the night, will lose points for season to date and will be suspended from participating in the running of the next 6 class events (Only completed events for this class will be counted.). Suspended driver cannot participate in any event for this class at Riverside Speedway during the suspension period including race specials that include this class.

DIAGRAM #1



Bottom of Loop must be lower than Fuel cell

end of Bumper must be capped

DIAGRAM #2

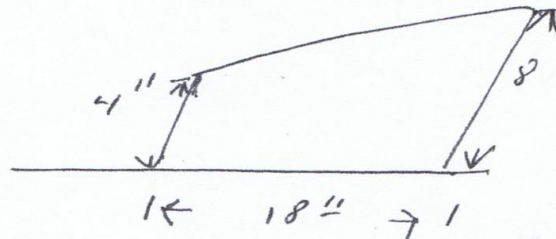
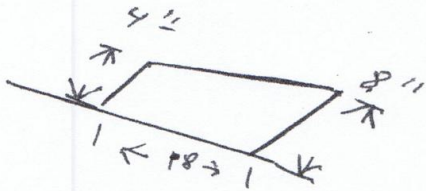
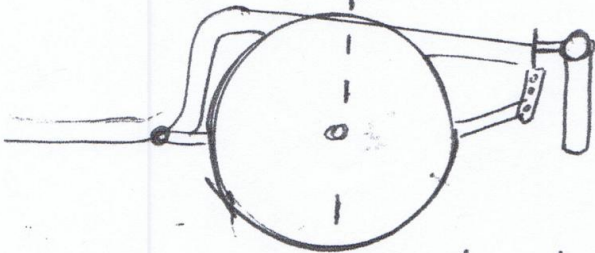


DIAGRAM #3A

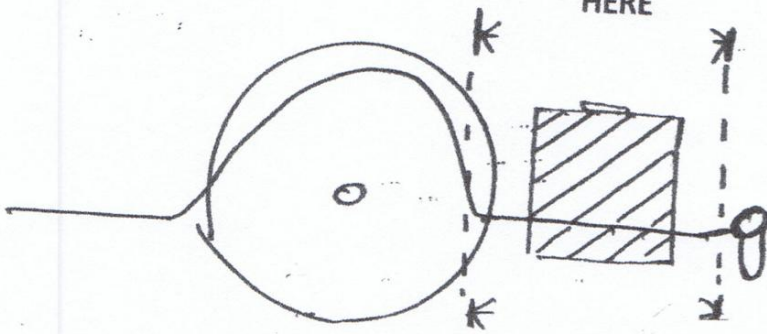
Here on Back car have square tube on 1st F car



Center Line of Axle must keep Factory measurement across the rear

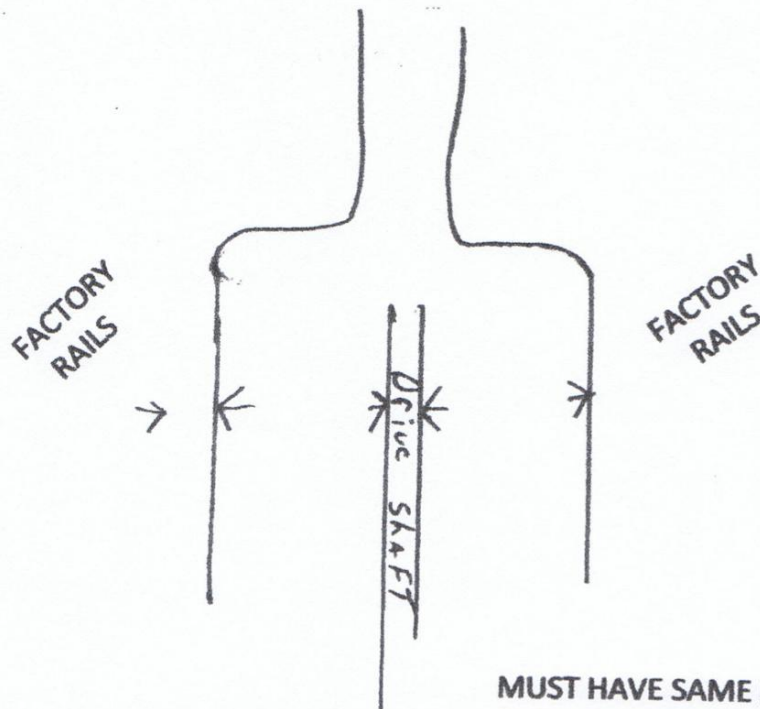
DIAGRAM #3B

BACK CAN BE REPLACED
WITH TUBING
HERE



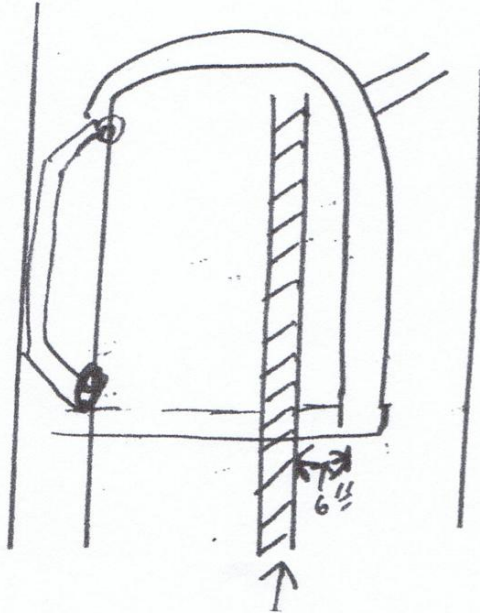
MUST KEEP FACTORY MEASUREMENT
ACROSS THE REAR

DIAGRAM #4



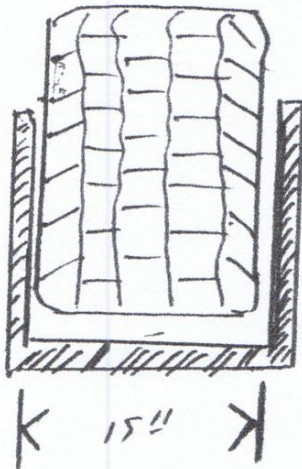
MUST HAVE SAME MEASUREMENT
FROM SHAFT TO LEFT OR RIGHT RAIL

DIAGRAM #5




DRIVE SHAFT OR CENTER LINE HALO MUST
GO PAST CENTERLINE OR DRIVE SHAFT BY
SEVERAL INCHES (AT LEAST 6")

DIAGRAM #6



LEGAL

STANDARD **TOPrated**



LEAF SPRING SLIDERS

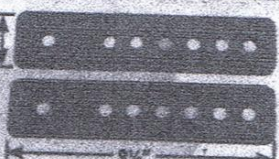
- Bolts on in place of shackle
- Standard model using nylon bushings
- Heavy duty version with roller bearings
- For Chrysler or Camaro style springs

3" 8"

HEAVY DUTY

LEGAL

TOPrated



SHACKLE PLATES


- 1/4" 6061-T6 aluminum, or steel

2" 3 1/4"

ILLEGAL

ADJUSTABLE REAR LEAF SPRING SHACKLES

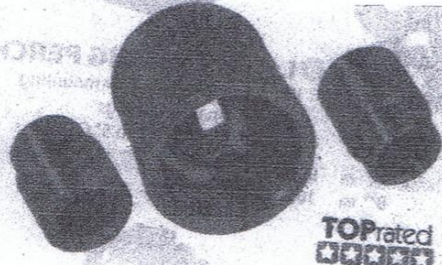
- Adjustment bolt 1 1/8" diameter, 7 1/4" long
- Shackle 8" long 3" wide inside
- Two position bolt 1/4" hole 1/4" CL



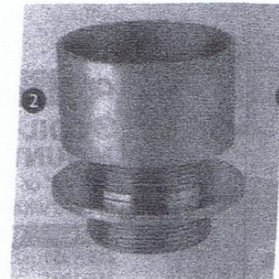
915-45343 Spring shackles \$44.99

LEGAL

TOPrated



REAR CONTROL ARM BUSHING WITH SPHERICAL BUSHING



LEGAL