

RIVERSIDE STOCK 2022/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 Stock wheel base only as from the factory. Minimum 101" wheel base. (One inch tolerance on one side only).

1.3 Body, engine and frame must be same manufacturer.

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 riveted.**
- 3.2 Steel or aluminum bodies are allowed.**
- 3.3 Steel floor pans and firewalls must be retained. (All holes patched with sheet metal minimum 22 gauge.) Firewall can be pushed back for distributor clearance. (Not to exceed 6")**
- 3.4 Steel or Aluminum bodies must remain original factory stock appearing.**
- 3.5 Hood and deck lid bracing may be removed. Fiberglass hoods allowed, but must remain stock appearing.**
- 3.6 Hood and trunk must be secured with positive type fasteners. No hinges.**
- 3.7 No mirrors.**
- 3.8 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.**
- 3.9 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.**
- 3.10 Eight Inch Metal or Aluminum spoiler allowed.**

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.**
- 4.2 May tie sub frames together.**
- 4.3 Track width maximum of 82" measured outside to outside of tires. Offset frames not allowed.**

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.**
- 5.3 Side bars on driver's side may extend into the door opening.**
- 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: WHEELS/TIRES

- 6.1 Hoosier asphalt pull offs or Hoosier 500 stock car tires. IMCA RACING TYPE G60 – 15 SIZE ALSO ALLOWED. Rear tires must durometer minimum 50 AT ANY TIME. Must hoop 15”.**
- 6.2 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.**
- 6.3 Larger wheel studs required on all four wheels.**
- 6.4 Bead locks allowed.**

SECTION 7: BRAKES

- 7.1 Brakes must be in working order at all times. Right front brake optional.**
- 7.2 Cut-off valves or adjustable proportioning valves are allowed in driver’s compartment.**

SECTION 8: SUSPENSION

- 8.1 Front and rear springs may be aftermarket parts. Rear sliders allowed.**
- 8.2 Spacers may be used, but only for frame-to-body clearance.**
- 8.3 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.**
- 8.4 No coil overs or air shocks. Non-Adjustable racing shocks allowed – one per wheel.**
- 8.5 Modifications are not allowed to stock lower control arms.**
- 8.6 Steel control arm bushing allowed. May use urethane replacement bushings.**
- 8.7 All steering arms and parts must be factory or suitable replacement. Steering quickener allowed. Outer tie rod may have steel sleeve and steel heim.**
- 8.8 Factory or aftermarket stock length rear trailing arms are allowed. Must be equal length bars. **No adjustable length bars allowed.****
- 8.9 Factory 4 link must use all 4 trailing arms. Mono-ball bushings okay on trailing arm cars.**
- 8.10 No panhard bar.**
- 8.11 Adjustable weight cups allowed 2 per car can be on front or rear. (or mixed)**
- 8.12 Shackles on leaf spring cars are permitted.**

SECTION 9: CLUTCH/TRANSMISSION

- 9.1A Stock type transmission and any clutch and fly wheel. (Triple disc clutches are allowed.) No quick change transmission.**
- 9.1B After market racing transmission (Bert, Brinn, Falcon)**

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

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

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

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

9.6 Steel drive shafts painted white only.

9.7 May use hydraulic throw-out-bearing.

9.8 A steel 360 degree blow proof bell housing is mandatory. Auto transmission must have SFI approved shield or blanket.

SECTION 10: REAR-END

10.1 Stock housings only. May use Ford 9". Must be located in stock position. Springs and all trailing arms must retain stock mounting points.

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

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

SECTION 11: BATTERY

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

11.2 Batteries permitted in trunk.

11.3 Batteries must be mounted in an approved container.

11.4 Gel batteries recommended.

SECTION 12: COOLING SYSTEM

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

12.2 No anti-freeze allowed. Water wetter allowed.

SECTION 13: FUEL SYSTEM

13.1 Pump commercial gasoline or racing fuel only. No alcohol.

13.2 Fuel cells must be used, and will be checked for condition.

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

13.4 Fuel cells may be mounted 3 inches lower than bottom of rear frame rails.

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

13.6 Roll over valve mandatory.

SECTION 14: ENGINE

14.1 All casting numbers must be unaltered.

14.2 Must be in stock location. (Left to Right) Driver's side front plug must be no further back than center of left front upper ball joint.

14.3 Blocks:

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

14.3.2 Cast iron only.

14.3.3 A maximum overbore allowed .060

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

14.3.5 Must pass pump check.

14.4 Cylinder heads: Aftermarket Vortec replacement style heads will be permitted. This will be the only aftermarket head allowed. "Replacement Style" means that any aftermarket Vortec head must match all specifications of the GM Vortec head. **Both GM Vortec and aftermarket Vortec replacement style heads can be machined to: (1) Use maximum 2.02 inch valves. (2) 55 cc minimum combustion chambers. Must remain 23 degree heads. (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.**

14.4.1. No stud girdles

14.4.2 No angle plug heads on GM engines.

14.4.3 No porting or polishing.

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

14.4.5 Ford or Chrysler valve spring diameter limited to original production diameter for head used.

14.4.6 Three angle valve job maximum.

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

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

14.4.9 No under-cut valve stems.

14.4.10 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

14.4.11 Polylocks are permitted.

14.4.12 Stock diameter push rods.

14.4.13 No bowl work allowed under valve seat.

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

14.4.15 Stock type valve spring configuration only. No beehive springs. (Maximum seat pressure 120 lbs after the feature.)

14.4.16 Screw-in-studs & guide plates allowed.

14.5 Pistons:

14.5.1 Only flat top pistons allowed with 2 or 4 valve reliefs.

14.5.2 Stock wrist pin diameter. No lightened pins.

14.5.3 Zero deck height.

14.6 Crankshaft:

14.6.1 Stock production or any aftermarket replacement style crank will be allowed. Minimum crankshaft weight is 48.00 pounds.

14.6.2 Stock stroke only.

14.6.3 Any means of lightening other than balancing is illegal.

14.6.4 No knife edging

14.6.5 Solid steel aftermarket dampener allowed.

14.7 Connecting rods.

14.7.1 Any steel rod.

14.7.2 Stock length only (GM – 5.7” Rods only).

14.7.3 No polishing.

14.7.4 Any means of lightening other than balancing is illegal.

14.7.5 Aftermarket rod bolts permitted.

14.8 Camshaft/Lifters:

14.8.1 Hydraulic or solid flat tappet allowed. No mushroom lifters.

14.8.2 No roller cams or roller lifters.

14.8.3 No gear drives.

14.8.4 Stock lifter diameter only.

14.8.5 No variable duration / bleed-down type lifters.

14.8.6 Firing order on engine must remain original.

14.9 Intake Manifold / Carburetor:

14.9.1 Only 2 or 4 barrel cast or aluminum intake manifold allowed.

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

14.9.3 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.

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

14.9.5 A two-inch spacer or adapter maximum.

14.9.6 Stock OEM STYLE mechanical fuel pumps only, in stock location.

14.10 Ignition:

14.10.1 Any stock OEM distributor allowed.

14.10.2 Single points.

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

14.10.4 Stock style HEI systems permitted. No MSD modules.

14.11 Exhaust:

14.11.1 Economy headers OK. No 180 degree headers.

14.11.2 No modifications allowed.

14.11.3 H-pipes & 2 into 1 systems allowed.

14.11.4 Exhaust pipe diameter 3" maximum I.D.

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

14.12 Oil System: Wet Sump only completely stock configuration

SECTION 15: WEIGHT

15.1 Car will be weighed in post-race condition.

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

15.3 The track scales are official.

15.4 Failure to meet weight will result in disqualification.

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

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

SECTION 16: Protest/Post-Race Inspection

16.1 \$600.00 for the top half of engine. \$900.00 for complete engine

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

16.3 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).

16.4 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 17: P & G TEARDOWN

17.1 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 engine teardown).

17.2 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 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.

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

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

17.5 Limit two protest per year.

17.6 Refuse any protest four weeks out.

17.7 Rain-outs do not count.

17.8 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.