



2024 LATE MODELS

**IF YOU HAVE ANY QUESTIONS PLEASE CONTACT:
Claremont Motorsports Park at 1-603-404-0265**

Rules may be adjusted at any time in the interest of competition. All race car components may be subject to teardown/dismantle inspection at any time. Any part determined to be illegal will be confiscated for the 2024 season and will become property of Claremont Motorsports Park.

1. FRAMES, CHASSIS, AND CAGES

- a. All cars will have a minimum 104.5" and maximum 105.5" wheelbase, measured from center of lower ball joint to center of rear end, with a maximum tread width of 64.5".
 - Tread width to be measured with Claremont Motorsports Park tread width gauge.
 - Tubular frames on all models, main frame rail members shall have a minimum of
 - 10" perimeter tubing - .120 wall thickness - measured 2x3x2x3
 - 12" perimeter tubing - .095 wall thickness - measured 3x3x3x3
 - 16" perimeter tubing - .083 wall thickness - measured 4x4x4x4

NO NOTCHING OR CUT OUTS ALLOWED FOR SUSPENSION TRAVEL

- Sections extending, such as front and rear clips, must be a minimum of 10" in perimeter and have a minimum of .083" wall thickness and extend 10" minimum beyond wheelbase.
- Rear clip must extend beyond fuel cell area
- Chevrolet V-8 engines only and must be placed with center of number one spark plug or center of hex if angle fitted even with center of grease fitting on upper ball joint.
- OPTIONAL - All GM engines will be allowed a 2" engine setback
- Ford engine will be measured from the front of the right head to the center of the right front ball joint. (this will result in 1 7/8" setback compared to Chevrolet)
- Centerline of engine must remain within 1/2" measurement of centerline of tread width, measured from the inner pivot point of equal length front lower control arms on both sides of snout. A-frame suspensions will be measured from lower ball joints.
- Perimeter chassis, by definition, must maintain equal lower control arm measurements.
- Material to be used must be DOM or seamless, .090 minimum wall steel tubing.
- Maintain integrity of tubing and wall thickness throughout the construction of Frames, Chassis, and Cage.
- All cars required to have a 4-point or main structure of the roll cage and must be symmetrical in all directions
- Minimum 1 1/2" diameter tubing inside driver's compartment
- Four curved horizontal door bars on drivers side

- Minimum height of door bars 22-½” from bottom of frame
- Passenger side three curved door bars with minimum 66” between driver’s side door bars and passenger side door bars, outside to outside or an “X” bar with approved side body panel supports.
- A so-called “Petty Bar” must run from the center of the cage to the upper right front halo.
 - Main frame rails and clips may not be pierced or drilled or otherwise altered for the purpose of reducing weight.
 - All lead must be painted white, with car # painted in contrasting color.
 - Bolts must pass through lead and must be secured with a proper sized bolt and nut. No pinch bolts allowed.

b. Specifications for Perimeter Chassis and Roll Cage

- **NO OFFSET CHASSIS ALLOWED, UNLESS SPECIFIED IN RULES.**
- **Center Section Frame Rails:** measured from inside to inside at **MINIMUM 52”** with ¼” tolerance.
- **Offset -** maximum offset allowed 1” from center line measured ½” from center line equally side to side with a total of 1” maximum offset. Center line determined by using center section measurement
- **Roll Cage structure** will be made of 1 ¾” O.D. inch tubing with .090 minimum wall steel tubing.
- **Additional components** within the center roll cage section must be minimum 1 ½” diameter tubing and minimum .065 wall steel tubing
- **Integrity** of the roll cage must be maintained
- **Height** of roll cage total symmetry to be no less than 40”
- **Total height** of Halo to be no less than 1” lower than cage
- **Width** of Halo measurement minimum 44” measured from outside to outside tubing
- **Rear roll cage posts** must be attached to frame rails in a direct diagonal straight line from the firewall
- **The center** of fuel cell must be within ½” of centerline measurement of center section
- **18” gauge steel** minimum, 18” high foot firewall. Top of the foot box must be 18” gauge steel. 9” high drivers tunnel and 18” high behind seat
- **A “Red Mead” bar** or ⅛” minimum steel plate is mandatory under the driver's seat. A foot safety bar is mandatory. A support for headrest or seat back extending to support back of head is mandatory.
- **No cluster type digital dashes** allowed. No acquisition/computer data allowed of any kind.

2. INTERIOR DETAIL

- a. A full width dash is required in all cars. Vertical surface of the dash must project in a single plane across the car. Top horizontal plane of the dash should carry forward to the firewall and enclose the entire area beneath the windshield. Instruments must be neatly mounted to the vertical plane of the dash panel.
- b. Interior of the car must be completely enclosed with respect to the engine compartment, track surface tires and rear fuel cell compartment. Interior panels must be a minimum of .040” thickness of aluminum or steel.

- c. Only one rear view mirror inside the car was approved. A left side exterior mirror is approved but cannot extend outside of the windshield "A" pillar.
- d. No rub rails allowed outside the car.

3. ELIGIBLE BODIES

- a. Bodies must be aftermarket made of plastic or aluminum with rubber front and rear bumpers, fiberglass hoods and window frames
- b. ABC approved bodies only. NO CARBON FIBER BODY PANELS
- c. Bodies must meet tech visual approval - weight penalties may be imposed at tech director's discretion for violation. No mixing and matching of manufacturer body panels.
- d. ABC Bodies are required. Fiberglass quarter panels will be allowed. "Rubber" quarter panels may be used upon availability. All ABC bodies must meet manufacturers "referee" technical inspection and be mounted as "OUT OF BOX". 1/2" tolerance of any measurement with templates will be allowed. Front and rear bumper covers must be mounted center to centerline of the chassis.
- e. THE GEN 6 LATE MODEL BODY AND AR BODIES EVOLUTION RESKIN KIT AND BODY ARE ALLOWED FOR COMPETITION. MUST FIT TEMPLATES AT ALL TIMES.
 - i. Any variations need tech approval and may carry penalties
 - ii. Plastic roof panels are optional
 - iii. Max body width at widest point 79 1/2"
- f. All body panels must be complete in length and width. Overall workmanship shall be a determining factor as to whether a car shall be approved for competition. Specified components compliance to templates and overall level of workmanship and appearance will be considered by technical inspectors.
- g. No bumper tubing or bracing allowed lower than front or rear bumper covers
- h. ABC body measurements must be strictly adhered to - templates will be used to measure from front windshield to rear spoiler, and from right quarter panel to left quarter panel with 1/2" tolerance when determined by tech director
- i. ABC noses are required to have a minimum measurement of 20" from bottom of valence to hood depression measured at center of nose.
- j. No panning under the car allowed! Complete discretion of the tech director. Any quote/unquoted pan/lead tray larger than 7" x 14" must have holes no smaller than 3" diameter and spaced 6" on center from each other.
- k. AR Revolution (Rev) bodies - all AR Rev bodies must use 4 1/2" height and 58" long rear spoiler, mounted in the center of body.

4. SPOILERS

- a. ALL REAR SPOILERS MUST BE MADE OF LEXAN AND MUST REMAIN CLEAR, maximum width of 60" wide and 5" high. All heights reference to ABC body dimensions. No side enclosure, no lips or bends in the upper portion of spoiler and must be flush to vertical surfaces of deck lid and must be mounted center of rear bumper cover.
- b. ABC Spoiler heights will be according to the instruction manual and will be subject to approved inspections. Measurement will be from top flat surface at the end of the trunk lid to ground at 34 7/8". See spoiler section above for approved spoiler size (60" wide and 5" high).
- c. All spoilers MUST have a minimum of FOUR external spoiler braces, two for each half. Braces must be bolted on each end, NO pop rivets.

5. EXHAUST/HEADERS

a. Exhaust

- Absolutely no sensor in any part of exhaust system
- Absolutely no additional holes, vents, etc., may be added to body components outside stock configuration.
- Exhaust holes may be cut.
- Recommended that exhaust exit under car or may exit outside of car. If exhaust exits under the car it must point toward the racetrack and maintain 4" ground clearance.
- Exhaust must exit in duals
- **Two unaltered Magnaflow #11219 MUST be used.**
- Weekly or touring competitors must be in compliance with track and/or local ordinance rules.

b. Headers

- Headers allowed. No 180-degree headers allowed. All 4 tubes from the right and left banks of the engine must enter a single collector on each respective side of exhaust. No balance tubes or any crossover type exhaust allowed. Must be made of mild steel, no stainless.

6. WINDOWS

- A full stock dimension windshield is mandatory and must be constructed of 1/8th inch minimum thickness lexan. Three internal windshield braces spaced at least on 5-inch centers and roughly centered upon windshields constructed of minimum 1 inch wide by 1/8 inch thick material are mandatory.
- Models with rear quarter windows may have stock openings covered with securely mounted solid, clear lexan. Rear side window may have approved air vents for the driver. "A" pillar windows not to exceed 12" in any direction measured from front of door opening. No interior air deflectors allowed.
- A full dimension rear glass constructed of minimum 1/8th inch thick clear lexan is mandatory and must be held securely in place. Back window must be securely braced internally to prevent significant bowing or distortion at racing speed.

7. NUMBERS

- A quality paint job is mandatory on all cars with high contrast numbers for legibility day or night. Bodies must always be kept neat and painted. No metallic numbers.
- A minimum 24-inch high, 3-inch stroke number is required on the door area on both sides of the car. A minimum of 30-inch high, 3-inch stroke number is required on top of the roof facing the passenger side of the car. A block style number is REQUIRED on the right passenger side front windshield. All numbers must be ACT or Riverside Speedway registered and/or assigned. Number alterations may be required at any time to avoid duplication.
- All registered and/or assigned numbers must also have their registered state abbreviation on both doors and roof of car. The state abbreviation needs to be 4 1/2 - 5 inches in size and placed after the number and not inside the number.

8. CHASSIS/BODY HEIGHTS

- Minimum ground clearance of any component is "4 INCHES" with the driver in the car.

9. WEIGHTS

- Weight: 2800 lbs. (weights subject to change in the interest of parity)

- All cars will be weighed with drivers
 - Cars must have a minimum 57%.0% of total weight on left side
 - All heights will be measured with the driver in the car, including after heats and features unless otherwise notified.
- b. Cars must weigh approved weights after all qualifying heats. Cars must weigh a minimum 2800 lbs at the start of all qualifying and feature events. After qualifying all weights must be a minimum 2800 lbs.
- c. The following allowances will apply in post race tech inspections:
 Scheduled: 50 lap events: 35 lbs. Tolerance
 75 -100 lap events: 75 lbs. Tolerance
 100-200 lap events: 100 lbs. Tolerance if fuel stop is required
- Post race fuel weights may be adjusted if necessary with notification at drivers meeting.
- d. Ballast weight must be securely attached to the main frame rail or major cross member structure. Ballast is not allowed to be mounted beyond the centerline of the wheelbase. No tungsten, lead shot, ball bearing type, or liquid type ballast permitted. No moving weight allowed. Additional brackets or weight holders beyond main frame rails must be approved by the technical committee and may require modification or elimination upon inspection. Any questions can be addressed at practice sessions prior to season opening events.

10. ENGINES

APPROVED ENGINE BUILDERS

RPM RACING ENGINES LLC (PHONE: 802-524-7406)
 LARRY'S AUTO MACHINE (PHONE: 860-449-9112)
 NAT'S RACING ENGINES (PHONE: 508-336-4142)
 REDLINE PERFORMANCE ENGINES (PHONE: 207-418-1695)
 HULL MOTORSPORTS (PHONE: 802-479-4579)
 LAFRANCE PERFORMANCE (PHONE: 613-551-6212)
 MAC ROD SHOP LLC (PHONE: 418-389-4572)
 PRO-MOTEUR (PHONE: 450-759-5362)
 NOVA MOTORSPORTS (PHONE: 248-767-9560)
 DRIVE PERFORMANCE (PHONE: 844-475-6888)

ENGINE BUILDERS MUST USE ACT PROCEDURES AND SEALS

- a. Certain individual track rules (including motors) may be subject to ACT inspection, procedures, weight penalties, restrictor plates, and any other modifications ACT deems necessary in the interest of competition.
- b. #GM 88958603 or 19318604 ACT sealed motor only.
- c. Roller rocker arms are approved. Only GM part number 19210724 or GM set number 19210728 PR Scorpion part number 1035BL are approved. These are 1.5 ratio rocker arms.
- d. FORD MOTOR:
1. ACT approved M-6007-S347JR Ford motor only. Must meet all specs as determined by ACT.
 2. Rear starters are allowed on Ford engines only. Ford quarter master clutch #298308 with attaching ring gear #110010

F. GM PERFORMANCE SEALED 602 MOTOR

1. A stock 80541-2 Holley 650 CFM carburetor only is allowed on this motor with Moroso 1" spacer #64980.
 2. Any use of HEI distributor must run an external rev limiter.
 3. The 602 LMS Motor will not be allowed to be rebuilt or refreshed.
- g. "OPTIONAL" - All GM Engines will be allowed a "2" engine setback
- h. GM 603 Motor:
GM 603 will be allowed to run a stock 80541-2 or 80541-1 Holley 650 CFM Carburetor with a Moroso 1" spacer #64980.

11. IGNITION

- a. 6200 RPM maximum recommended for Chevrolet engines, but will be restricted to a maximum 6300 chip, Fords will be required to run a maximum 6200 chip at all events. The chip rule may be amended for certain tracks, and teams will be notified in the entry form. The chip rule may be amended in the interest of competition at any time.
- b. JMS Ignition System is MANDATORY by January of 2025 (MSD will be allowed until the end of 2024 season ONLY)
 - JMS Part #6000 6701K 'JMS CD-1 Race Ignition'
 - No Altering, easy mounting to be swapped out at inspector's discretion
 - JMS Wiring Harness Highly Suggested
- c. MSD distributor IS allowed. Must contain light blue springs and blue advance stop. Spring and stop part number 8464, distributor numbers MSD 85551, 8570, 85561, or GM part # 10093387 are only approved parts. No tampering or changing of advancement weights or springs allowed in HEI spec motor distributor.
 - MSD 6420/6425 with 6200 RPM rev limited chip optional.
 - MSD must use an external coil.
 - Ends must be original factory MSD or weather pack connectors installed by MSD.
 - It is the responsibility of the competitor to configure harnesses to allow the ACT MSD to connect.
 - Ignition box must be located on the right side of the dash panel as far from the driver as possible and out of reach.
 - All wires must be wrapped in a loom material and must pass through the firewall at first option. Rivets to hold the bottom panel must be drilled out.
 - Only one ignition box allowed. Any altering of the ignition box will result in disqualification and possible suspension.
 - Any HEI distributor must run an external rev limit.
 - The Ford M.6007.S347JR will be allowed to run the MSD8582 or 8579 distributor.

12. SPACERS

- Following carburetor spacers are allowed:
 - Canton #85060
 - Moroso #64964 (aluminum)
 - HVH #SS4412-2AL is approved for Chevrolet engine only
- Any teams using the 604 must use RPM 1445 restrictor/spacer.

13. HEIGHTS

- Four (4) inch frame height measured at the lowest point including cross members.

- 47-inch roof height measured 10 inches back from windshield to ground or ABC body must meet referee standard.
- 11-inch engine height measured from center of crank front to ground.
- Skid plate is mandatory if the oil pan is below the cross member.
- Fuel cells must be a minimum height of 8 inches from ground.

NOTE: (All heights measured with driver (no substitutes) in car and all measurements are official with Riverside gauges only.

14. CARBURETOR, FUEL AND FUEL SYSTEMS

- A stock 4412 Holley 500 CFM carburetor only is allowed for the GM 604 motor and Ford motor. GM 603 may run either the stock 4412 Holley 500 CFM Carburetor OR the stock 80541-2 or 80541-1 Holley 650 CFM Carburetor with a Moroso 1" spacer #64980. Absolutely no material may be added or removed from carb, except bolt-on choke mechanism only may be removed. Air filter housing and fresh air box only. Fuel must not mix with water or any additives.

FUEL

- Fuel cells are mandatory and must be approved by a technical inspector. Minimum 15-gallon capacity and maximum 22-gallon fuel cell only. It is mandatory that the fuel cell be enclosed in a 20-gauge welded steel box with a bolt on cover constructed of twenty-gauge steel and must be protected in back and on sides by .095 1 3/4" OD tubing. Fuel cell will be no less than 14 inches from the centerline of the rear axles to the front of the fuel cell.
- Sunoco Race Fuel is the "Official Fuel" and New England Racing Fuel is the approved fuel supplied for ACT.
- Sunoco Standard Purple 110 Leaded is the ONLY fuel allowed.
- ACT/Riverside Speedway has the right to sample a competitor's fuel any time during the event.
- Fuel samples may be impounded for testing to a manufacturer's specification.
- Any blending and/or mixing of fuels either of or not of the approved fuels is not permitted.
- No MTBE, ethers, alcohols, ethanols, nitrogen, nitro compounds, performance additives or any other oxygenates may be blended/mixed or introduced into the fuel supply either at the fuel cell or upstream in the fuel system.
- Thunder Road and WMMP Late Model teams must run Sunoco OR non-ethanol pump gas
- Any fuel line passing through the interior must be inside of steel tubing.
- Check valve vent is required on all fuel cells with hose exiting out of the tail through a spring damper overflow check valve. Securely fastened to the chassis not to the tail. No zip-ties.
- No "quick fill" fuel mounting allowed. Outside fuel fill is optional with a cam type fuel cap.
- Fuel pumps must be mechanical - no electric fuel pumps. No fuel pressure regulators allowed. An "OBERG SV0828" of SRI Performance #FPF. FSV fuel line safety check valve anti-siphon is MANDATORY mounted at the outlet of the fuel cell.

NOTE All competitors must prominently display a Sunoco Racing Fuel Patch on his/her driving suit and display Sunoco Racing Fuel contingency decal on both sides of the car in a location specified by ACT series. No other racing fuel company deals can be displayed on the car or drivers suit.

15. STEERING

NO TITANIUM PARTS OF ANY KIND ARE ALLOWED IN ACT RACING.

- a. Any spindle made of steel. Removable steering arms must be made of steel. Spindles must be the same offset left to right.
- b. Any stock or aftermarket upper and lower control arms allowed. Lower control arms must be same length left and right. Heim joints are allowed. Measurement will be from the center of the mounting point to center grease fitting. Jacking bolts allowed. Must use only one shock per wheel. Must use only one spring per wheel. No double springs allowed. Must use only one shock per wheel. Must use only one spring per wheel. No double springs allowed. No devices to limit or stop suspension travel allowed.
- c. All springs must be made of steel - the magnet must stick to spring. Coil-overs permitted. If running coil-over all parts must be the same left to right and front to rear. Spring rubbers will be allowed, and must be wired in place. Maximum of 1 spring rubber in any spring and must be approved in size and shape by ACT. Aluminum, steel or additives are not allowed in spring rubbers and will not be allowed to overlap itself.
- d. Minimum spring height allowed will be 12". Nothing shorter will be allowed.
- e. Truck arm cars rear spring minimum height is 10". Nothing shorter will be allowed.
- f. **NO SUSPENSION TRAVEL LIMITING DEVICES ALLOWED UNLESS SPECIFICALLY OUTLINE IN THE ACT RULEBOOK (examples include but are not limited to bump stops, coil binding, chains, or shock mounting locations).**
- g. Cars will be inspected on $\frac{3}{4}$ " boards and pushed down until the nose is on ground by crew members. Absolutely no coils will touch each other or any other travel limiting per the discretion of tech officials if it is legal.
- h. Cars will be inspected by being pushed down and held down by crewmembers and will be at the discretion of tech officials whether it is legal.
- i. Bumper must be mounted **SOLID**. No hinges or slides - must always comply with nose height rule.
- j. The intent of this rule does just one thing...it eliminates "bumping" for cars that compete in ACT sanctioned events. **VISUAL INSPECTION BY OFFICIALS TO MEET THE "NO BUMPING ALLOWED" RULE WILL BE UP TO CHIEF TECH INSPECTOR AND CONSIDERED FINAL.**
- k. No preloaders of any type allowed.
- l. No coilover eliminators of any kind allowed on ACT Late Model approved cars.

17. SHOCKS

BRANDS APPROVED ARE KONI/QA1 AND MUST BE RUN AT ALL ACT/RIVERSIDE EVENTS.

KONI SHOCKS MODEL #'S

KON30-7436
 KON30-7499
 KON30-7325
 KON30-7647
 KON30-9325
 KON30-9436

1. No KONI approved 9" shocks will be allowed on the front of cars. Approved KONI shocks are mandatory 7" on the front and 9" on the rear **ONLY**.
2. A 7" shock at approved race ride height will maintain a maximum compression of within 3.5 inches (there will be a reasonable variance not to exceed .5 inches at the sole discretion of the technical inspector).

3. A 9" shock at approved race ride height will maintain a maximum of 4.5 inches (there will be a reasonable variance not to exceed 1 inch which will be at the sole discretion of the technical inspector).
4. Shock bump stops enclosed with the KONI package will NOT be allowed for use on ACT approved KONI shocks.

QA1 SHOCKS MODEL #'S

6375-400

6375-500

6375-650

6375-850

6394

6394-6

6395-3

1. No QA1 approved 9" shocks will be allowed on the front of cars. Approved QA1 shocks are mandatory 7" on the front and 9" on the rear ONLY.
2. A 7" shock at approved race ride height will maintain a maximum compression of within 3.5 inches (there will be a reasonable variance not to exceed .5 inches at the sole discretion of the technical inspector).
3. A 9" shock at approved race ride height will maintain a maximum of 4.5 inches (there will be a reasonable variance not to exceed 1 inch which will be at the sole discretion of the technical inspector).

- All measurements for KONI/QA1 will be done with the driver in the driver's seat.
- Only KONI/QA1 part numbers listed are approved for ACT Late Model competition.
- No changing or altering KONI/QA1 shock in any way.
- KONI/QA1 shocks MUST NOT be painted and model numbers must be fully legible.
- KONI/QA1 brand shocks can be mixed and matched on car.
- Shocks may be swapped at any time with ACT inventory by Tech Inspectors.

18. SWAY BAR

- a. Aftermarket one solid bar side to side only. MUST be mounted on the bottom side of the front clip and work off the lower A-frames. NO rear sway bars allowed.
- b. Sway bars must be mounted parallel with the front cross member and will be measured from the rear of the engine with 1" tolerance.

Maximum sway bar diameter 1.75"

19. BRAKES AND HUBS

- a. Any safety or racing type hubs allowed are made of steel, aluminum, or magnesium and of the same offset right and left. 5x5 or wide 5 bolt patterns allowed. Front brake rotors must be a minimum of 1 inch thick and made of steel. Rear brake rotors must be minimum 3/4 inch and made of steel.
- b. Brakes (all four) must be single piston calipers made of steel and must be GM D154 type or D52 type replacement calipers only, all four brakes must be in good working order. Master cylinders and pedals of any type allowed.

NO turn style piston calipers or spring-loaded piston calipers allowed - NO internal pressure adjustments allowed in calipers.

- c. Brake duct allowed, no blower. Ultra Cool Brake Fans are allowed, steel or aluminum. You MUST maintain tread width.

20. REAR ENDS

a. Rear ends

1. Rear ends must have floating type bearing and hub such as quick change or “non-quick” change, front load quick change, or steel housing type 9” floater with steel center section gear carriers only allowed.
2. No cambered rear ends or rear ended with yaw (dog tracking), or offset or shimmed snouts allowed
3. No crowned axles.
4. All rear ends must be driven with solid drive flange plates.
5. NO TITANIUM PARTS ALLOWED
6. All running gear drainage plugs must be safety wired.
7. No rear axle tube tow in or out allowed.
8. Minimum outside diameter of rear axle shafts allowed is 1.050 absolute
9. Rear ends must have spool ONLY.
10. No gold tracks or any type of ratchet or limited slip.
11. Drive shafts must be made of steel and must be painted white.
12. Truck arm or three-point type rear mounting allowed.
13. Rear trailing arms may use rubber bushings and heim joints.
14. No spring rods.
15. Only one rubber snubber in any of the three point trailing arms or third link, your choice which one.

B. Solid tubular pannard bar only. One bar, two adjustable heim joints only.

C. No aluminum truck arms, no fifth coils, no Watts linkage, no torque arms, no mechanical devices to transfer weight while the car is in motion allowed.

21. COOLING SYSTEMS

1. Any radiator allowed overflow must blow on the right lower quarter of the windshield.
2. ACT approved spec motors may run electric fans.
3. Stock cast water pump or aluminum pumps allowed. Oil coolers allowed.
4. No antifreeze will be allowed.

22. TRANSMISSIONS/CLUTCHES

a. Transmission

1. Transmissions must be stock GM standard 3-speed
The early Muncie and later Saginaw 3 speed stock transmission are the only GM transmissions approved for competition with the following exceptions:
 - REM polishing allowed
 - No rollarized gear on main shaft allowed
 - No other altering of transmissions will be allowed without written approval by ACT/Riverside Speedway
2. No automatics allowed.
3. Steel type bell housing is mandatory for conventional clutch use.
4. No carbon fiber materials will be allowed in clutch assembly.
5. Mandatory bell housing must remain 360 degrees and shall not be altered, except for inspection holes not to exceed 2” in diameter to be drilled in the bottom of bell housing.

6. Aluminum bell housing will be allowed with disc clutch and ACT crate motor.
7. Shifters may be any type - single or two rod.
- b. Disc clutch assembly that will be the ACT Late Model approved clutch:
Quarter Master Part #: 298103ZZ - 7.25 2 disc-V-drive/Tilton Part #: 56-4206
(2 Disc Clutch 10 spline LMC w/neutral button)

Quarter Master Part #: 298308/Tilton Part #: 56-4506
(2 Disc Clutch 10 spline with Ford button)

GM Flex Plate: 14088765 ONLY

23. STARTERS

- a. Reverse mount starters are allowed only on Ford engines. Starters must remain in stock location.

24. TIRES AND WHEELS

- a. Riverside Speedway approved tire only.
- b. Specified tire mandatory on all four wheels. Tires must be on an 8" rim. Front wheels must maintain the same offset left and right 64.5" tread width. Rear wheels must maintain the same offset left and right 64.5" tread width. Must be aftermarket racing type wheels made of steel. Wheel spacers may be used and must be one piece wheel spacer MANDATORY on wide 5 hubs. Maximum 1/2" thick spacer per wheel. Lightening of wheels of any kind not allowed - must be stock out of box.

ALL MEASUREMENTS ARE OFFICIAL WITH RIVERSIDE SPEEDWAY GAUGES

OFFICIAL MEASUREMENT IS 72 1/2" MEASURED FROM OUTSIDE TO OUTSIDE OF RIMS WITH DRIVER IN CAR.

- c. Chemical treating of tires WILL NOT BE allowed. No shaving of any tires allowed.
- d. Tire clean up with scraper blades allowed. No steel brushing or any form of liquid allowed to clean tires.
- e. Questionable tires or tires not meeting above criteria as determined by the tech director may be confiscated and could result in disqualification and/or other penalties.

25. SAFETY REQUIREMENTS

- a. Fire retardant driver's suit highly recommended. Fire retardant gloves MANDATORY.
- b. All cars must have a safety cutoff switch on the driver's right side crossbar. Must be within reach of the driver and accessible to safety crews from both left and right side.
- c. Aluminum racing seat mandatory or carbon fiber seat allowed with SFI safety rating of 45.1. Driver's seat must appear as close to stock position as possible and must be securely fastened (bolted, not tack welded), to rollcage and frame members and not to floorboards.
- d. Quick release aviation type minimum 3" safety belts required. Shoulder harness required to be fastened to rollcage, not in gussets. Cam-lock type allowed. Shoulder harnesses must be NO less than 2" wide "IF" passing over the head and neck restraint system.

- e. An approved driver's window screen is mandatory. Requires seat belt type latch. Must be attached at top and bottom front by single seat belt locking device and 3/8" steel rod top and bottom, or spring lock type allowed.
- f. Roll Bars must be padded in the driver's area. Center of the steering wheel must be padded.
- g. It is mandatory that a 2 1/2 lb fire extinguisher with a gauge be attached to the car interior on the driver's right side crossbar. Must be within reach of the driver and accessible to safety crews from both left and right side. Extinguisher must be mounted in a quick release bracket with no taping. On board fire system is highly recommended.
- h. Two drive shaft loops to fully enclose drive shafts are mandatory, no less than 1" wide and 1/8" thick must be placed around the drive shaft front and rear attached to the floor or cross member.
- i. The following are suggested to aid in your safety: goggles, fire retardant socks and undergarments, DOT or SNELL approved automobile racing helmets.

26. MISCELLANEOUS

- a. All illegal parts must be surrendered at the time of inspection to Riverside Speedway or will receive at least a two-week suspension and/or minimum \$50 fine. This includes questionable tires.
- b. Race procedures, inspections, and safety regulations will be governed by officials of Riverside Speedway in the best interest of the sport. Riverside Speedway retains the right to revise the above rules as they deem necessary.
- c. Radios will be allowed. One spotter per car is REQUIRED in the designated area for heat and feature events.

The following is MANDATORY

- 1. A minimum of two-way radios are required per car with communication between the driver and a crew member.
- 2. All teams must have 1 scanner programmed to receive the Riverside Speedway race control frequency and must always have a crew member monitoring this channel during every event. This crew member must be able to communicate directions to the driver via the two-way radios.

D. Spotters required to have car number visible on both right and left headset ear cuff, and back of headset.

E. No traction control devices will be allowed.

F. Competitors wishing to participate in purse payouts and/or point fun must run decals as required by Riverside Speedway.

G. Championship titles will be determined by driver's assigned points.

H. NO ANTIFREEZE - if found in violation you will be fined.

27. ELIGIBILITY

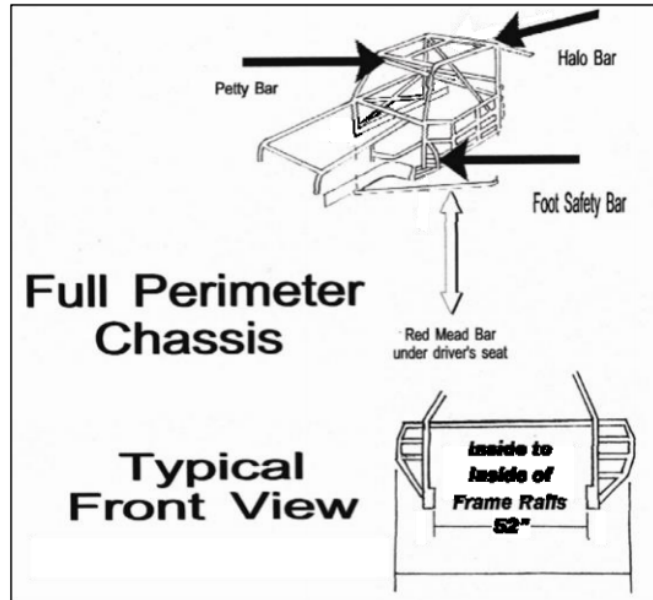
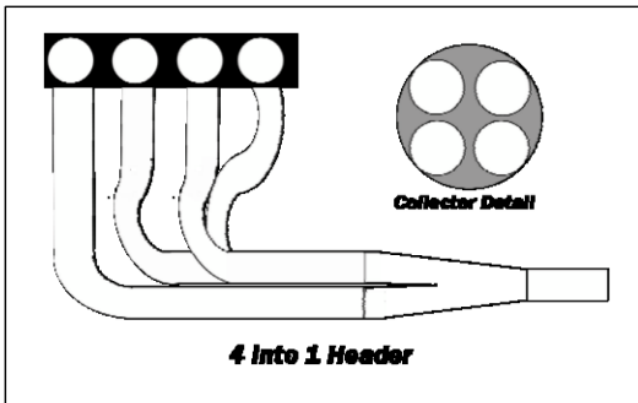
- a. Drivers must have registered car with Riverside Speedway
- b. Drivers must attend a minimum of 80% of point counting events to be recognized as Rookie of the Year candidate. NOTE: Failure to attend 80% of point counting events does NOT mean that a driver retains their Rookie Eligibility in subsequent seasons.

IT IS THE RESPONSIBILITY OF THE COMPETITOR TO OBTAIN AND BECOME FAMILIAR WITH THE CURRENT RULES PERTAINING TO THE DIVISION IN WHICH HE/SHE CHOOSES TO PARTICIPATE.

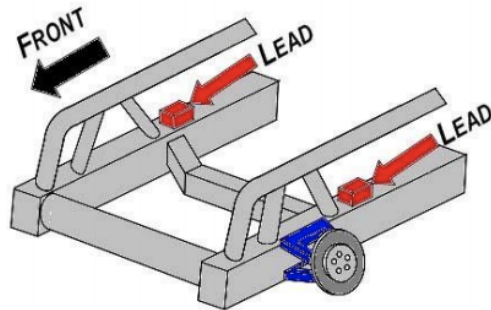
ANY ITEM NOT COVERED IN THE RIVERSIDE SPEEDWAY RULES SECTION MUST BE STOCK OR APPROVED IN WRITING BY THE TECH DIRECTOR. IF ANY ITEM BEING CONSIDERED BY COMPETITOR IN THIS DIVISION IS NOT ADDRESSED IN THESE RULES COMPETITOR IS REQUIRED TO CONTACT RIVERSIDE SPEEDWAY FOR A JUDGMENT AS TO ACCEPTABILITY.

THE RULES AND/OR REGULATIONS ARE SET FORTH HEREIN ARE DESIGNATED TO PROVIDE 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 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 PUBLICATION 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.

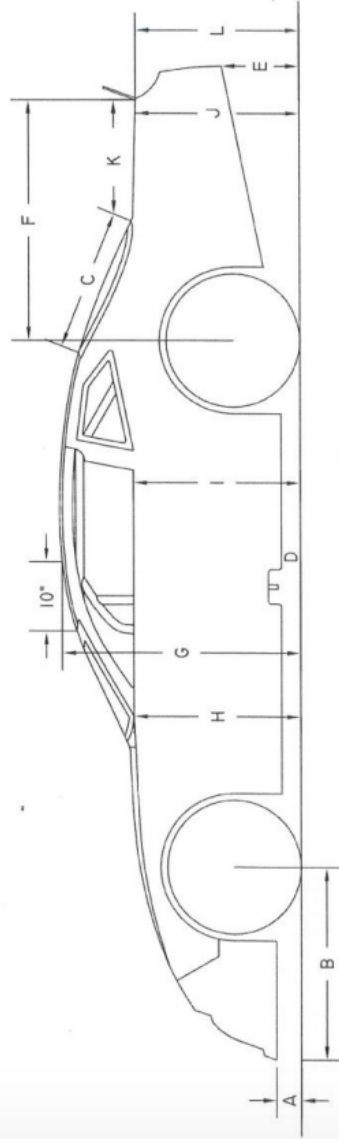
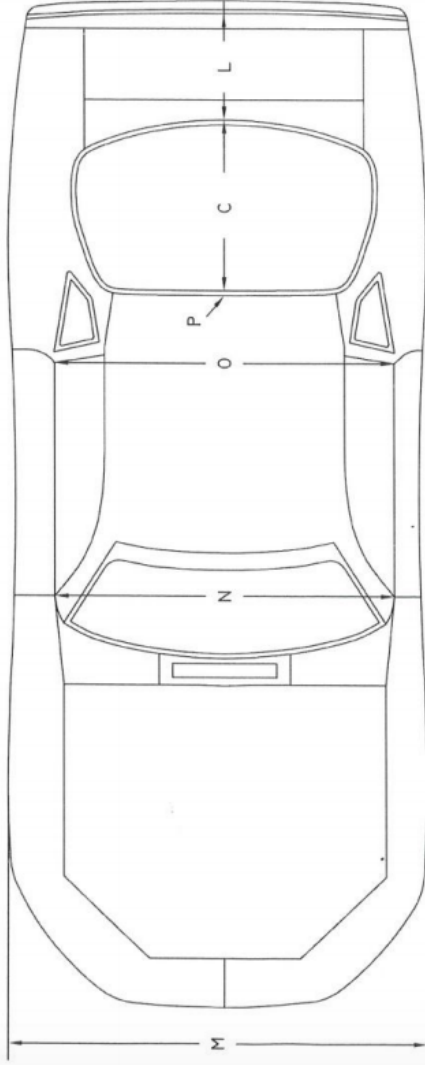
ALL RULES ARE SUBJECT TO CHANGE IN THE INTEREST OF COMPETITION.



ALL ACT FORD COMPETITORS WILL BE REQUIRED TO BOLT 20 lbs. OF LEAD DIRECTLY BEHIND UPPER CONTROL ARM SECTION OF FRAME RAIL – 10 lb. EACH RIGHT SIDE AND LEFT SIDE – SO AS TO BE CLEARLY VISIBLE, PER DIAGRAM BELOW. LEAD MUST BE PAINTED WHITE AND READILY AVAILABLE TO BE MOVED FOR WEIGHING PURPOSES. THIS LEAD MAY NOT BE MOVED FROM THE ASSIGNED LOCATION AS FAR FORWARD TOWARD FRONT OF FRAME RAIL AS POSSIBLE.



2020 Super Late Model Revolution Series Body Dimension Guideline



A.	NOSE HEIGHT (MIN): from ground to bottom of nose	4"
B.	FRONT OVERHANG (MAX): on centerline	48"
C.	REAR WINDOW LENGTH: on centerline	31 1/4"
D.	SIDE PANEL CLEARANCE (MIN): from ground	4
E.	BUMPER COVER HEIGHT (MAX): from ground	16"
F.	REAR OVERHANG (MAX): from base of spoiler at centerline to axle center	47"
G.	ROOF HEIGHT MIN: 10" back from windshield, on centerline	47"
H.	FENDER HEIGHT: at rear	33" MAX
I.	DOOR HEIGHT: at rear	33"
J.	QUARTER PANEL HEIGHT: at bumper cover/decklid intersection (34 1/4" MIN)	34 1/2"
K.	REAR DECK: at center, from base of spoiler to rear window	23 1/4"
L.	BUMPER COVER HEIGHT:	34 7/8"
M.	BODY WIDTH (MAX): at wheel wells	79"
N.	DOOR TO DOOR WIDTH (measured through car): at "A" post and inside edges of the doors	67"
O.	DOOR TO DOOR WIDTH (measured through car): at "B" post and inside edges of the doors	66"
P.	ROOF HEIGHT, REAR: at centerline	45 1/2"

2308 Industrial Drive P.O. Box 540 Greenbrier, TN 37073 1-888-245-1468

DIAGRAM #1

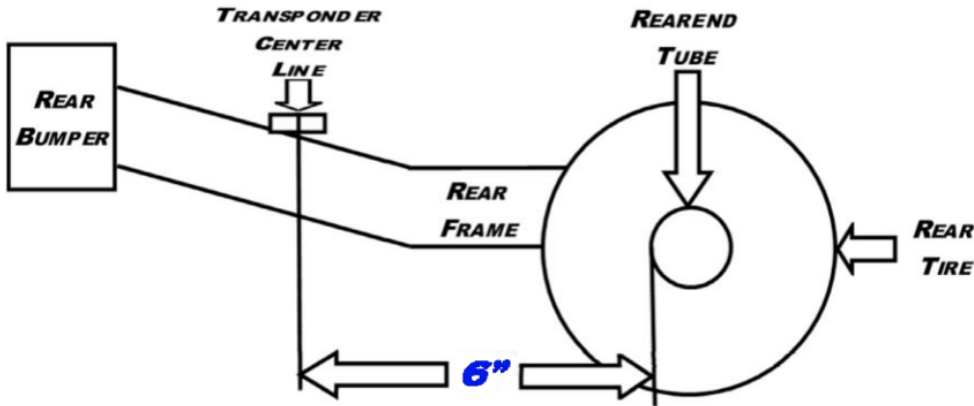
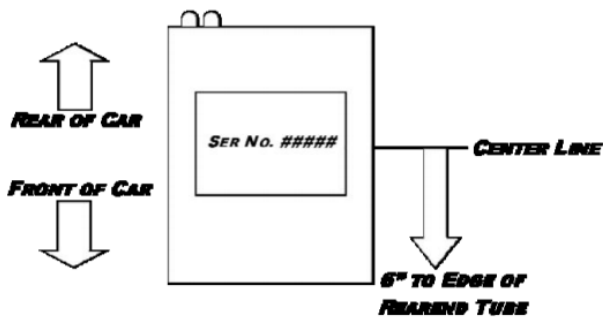


DIAGRAM #2

VIEW OF TRANSPONDER AS SEEN FROM TRACK SURFACE



Late Model Transponder Mounting Locations

The transponder must be mounted in compliance with the diagrams provided below. It must be mounted on a bracket inside frame rails. The center of the transponder must be **six (6) inches** back from the rear edge of the rear end tube (see diagram #1). Also the bottom most part of the transponder should not be below the bottom most part of the frame. Transponder must be mounted in a direct horizontal plane (see diagram #2) to the ground with the label side down and lights pointing towards the front or rear of the car. The clearance from the racetrack to the bottom of the transponder should be as close to a maximum of twelve (12) inches as possible.

DIAGRAM #1

Driver _____ Division _____

2024 Claremont Motorsports Park LATE MODEL CRATE MOTOR REGISTRATION

ALL COMPETITORS USING A CRATE ENGINE TO COMPETE IN ANY Riverside Speedway **EVENT**
MUST COMPLETE THE FOLLOWING AGREEMENT:

Engine Serial Number – (stamped on block, passenger side in front of head)

Crate Engine #1 _____ Seal # _____ Seal # _____ Seal # _____

Crate Engine #2 _____ Seal # _____ Seal # _____ Seal # _____

Engine Builder _____

By registering and signing this agreement, you will be allowed to compete and receive prize money and points at Claremont Motorsports park events. There will be NO prize money or points issued without registering spec engines with the Claremont Motorsports Park Office prior to competing.

AGREEMENT:

1. I agree to the policies regarding the ACT Late Model Crate engine program, as outlined in the Claremont Motorsports Park rules and regulations, procedural manual, this registration, or any other requirements which might be established.
2. I understand that the ACT Crate Engines are not to be tampered with. Any unauthorized breaking of the seals or unauthorized freshening or altering in any way is a violation of the Claremont Motorsports Park rules.
3. I understand that by registering my crate engine(s) and using it/them to compete in any Claremont Motorsports Park event, I, or my assigned driver(s), are subject to any and all penalties which might be imposed from time to time by the Claremont Motorsports Park organization.
4. I agree to abide by the Claremont Motorsports Park policy that a crate motor may be confiscated for inspection at any time. If the integrity of the said motor is not fully in compliance with the Riverside Speedway rules and regulations, I further understand that I am subject to penalties which may be imposed by Riverside Speedway, and my privilege to compete may be forfeited
5. Failure to comply with the demand of the Claremont Motorsports Park Official in Charge to confiscate crate motor for inspection purposes will result in suspension of all privileges for competitor(s) of sealed motor(s) to compete at any Claremont Motorsports Park events for up to one year. Other penalties may be issued. Team will be responsible to place the motor in the truck or trailer of Claremont Motorsports Park choice for transport to the builder inspection facility. Cost of inspection and delivery will be borne by Riverside Speedway if found legal, and all costs will be the responsibility of the competitor if found illegal.

I understand and agree to the terms and conditions as outlined above.

Crate Engine Owner _____ Crate Engine Driver _____

Witness _____ Witness _____

Date _____ Date _____