Official Rulebook

2026 Street Stock Rules

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2026 **General** Rules

Revised Jun 16, 2026

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Social Media Conduct Policy

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

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

This includes, but is not limited to:

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

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

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

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

Race Control, Race Procedures & Tap-Out Rule

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

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

Tap-Out Rule (On-Track Responsibility Option)

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

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

By tapping out:

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

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

General Rules

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

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

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

The consumption of alcoholic beverages on the racing premises or prior to entering the pits is strictly forbidden until all racing events have been completed. Anyone caught violating this rule is subject to suspension.

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

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

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

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

Crew members are prohibited from entering the racetrack.

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

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

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Fuel

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

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

Fluids

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

In-Vehicle Radio Communications

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

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

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

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

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

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

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

Driver-to-driver radio communication is prohibited.

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Divisions permitted to use two-way communication:

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

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

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

Licenses

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

2026 **Tire Infraction** Policy

Revised Jan 11, 2026

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

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

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

Fines by Division:

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

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

Post-Race Tire Sample Challenge

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

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

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

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

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

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

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2026 **Weekly Tire** Policy

Revised Apr 19, 2026

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Tire Bank Eligibility

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

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

Support Divisions

Riverhead Crate Modified and Late Models,

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

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

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

NASCAR Modifieds

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

Modified Heat Race and Feature Tire Tech

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

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Tire Credits

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

On Track Tire Incident

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

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2026 HANDICAPPING RULES AND REGULATIONS

Handicap Check In

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

A crew member is allowed to check in a driver.

Heat Race

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

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

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

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

Heat Race Finishing Points

Finishing points will be awarded as follows:

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

Heat Race Passing Points

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

For Ex:

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

Feature Winners

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

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

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

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

Feature Line Up

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

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

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

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

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

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

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

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

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

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

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

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

TOUR TYPE MODIFIEDS HANDICAPPING RULES (New for 2026)

All Modified events will be time trial events.

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

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

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

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

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

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

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

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

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

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

2026 **Street Stock** Rules

Revised Jan 13, 2026

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Eligible Cars

1. The Street Stock division is open to any American made normally aspirated sedan built from 1960 through 2016 with a minimum wheelbase of 108". Excluded are trucks, convertibles, four-wheel drives, T-top cars, mid-engine, aluminum bodied, and special production sports cars. No superchargers, turbochargers or hybrids allowed. All cars are subject to approval by track officials.
2. Any car deemed to be outside the intentions of the division will be disallowed at the discretion of the track officials. If you have any question as to the eligibility of your car, please ask officials to approve it before you waste valuable time and materials constructing a car which may be disallowed.
3. Any car deemed not structurally sound (i.e., excessive rust of the frame or unibody, etc.) will be ineligible to compete. The decision of Track Officials and raceway management will be FINAL.
4. Stock means for the year and make of the car being used.

Personal Equipment

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

Roll Cage

1. Roll Cage Required, 6 point maximum. Front bars optional. No offsetting of cages.
2. 1 ¾" X .095" round steel tubing.
    a. Unibody - Roll cage must be attached to unibody with no less than 1/8-inch steel plate. Plates must be a minimum of 6 inches x 6 inches.

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   b. Full Frame – Roll cage must be attached to the top of the chassis on both sides.
3. All cars are required to have a rear vertical hoop behind and above the driver's head, connected to the left and right front roll bar legs by a roof hoop. A cross bar must connect the left and right of the rear vertical hoop at seat height and a second bar across the floor pan as low as possible.
4. The front roll bar legs must follow the contour of the windshield post and cowl. An additional bar must be installed at dashboard level, extended from the left front roll bar leg to the right front roll bar leg.
5. A minimum of (4) door bars on the left side and (3) door bars on the right side must be used. Driver's side door bars must be bent to extend into the door panels. Plating of driver side door bars is mandatory with a minimum of .090 thick plating.
6. There must be a minimum of 1 ½" .083 thickness tube welded either diagonally or perpendicular between the main hoop and the halo (Newman bar).
7. There must be a minimum of 1 ½" .083 thickness tube welded perpendicular between the halo and the dash bar (Earnhardt bar).
8. Brain Bar Required and must be padded.
9. Rear down bars are required and may NOT go past the rear axle.
   a. 2 Down bars from main hoop to rear leaf spring shackles mounts permitted.
10. Two bars (1 ¾" X .095) connected to main cage front down bars through the firewall connected to the frame rails behind the upper control arms will be permitted but are not required. Two additional bars (1 ¾ "X .095) will be permitted to extend from the main cage to the frame rails between the radiator support and the control arms. NO FULL HOOPS. These are the only bars allowed forward of the firewall. No additional reinforcements in front of the radiator support.
11. Quick release NASCAR approved, SFI 16.1 minimum, 5-point harness. All belts and harnesses must be securely fastened to the cage (harness must be attached below shoulder level). All belts must be un-frayed, in good appearance and with manufacture date within 5 years.

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12. High backed aluminum racing seat mandatory; bolted to a steel frame and connected to the roll cage.
    a. Must use 6 3/8" grade 8 bolts with 2" washers.
    b. 1 bolt located in each corner of the seat 2" to 3" from the outside.

Body and Exterior

1. Stock Bumpers or front bumper mount to be constructed with (1) 1 ¾ dia tube extending from each frame rail to support (1) 1 ¾ round tube bumper. Bumper tube must fit in the bumper cover. NO additional support from bumper/bumper supports to frame permitted. No sharp edges on bumper ends. No sharp edges on the exterior of the vehicle.
2. The floors and firewall must remain factory stock in the driver's compartment. Floor pans may be replaced if rotted with OEM original aftermarket pieces or magnetic steel sheet metal minimum of 20 gauge formed to the original contour of the existing floor.
3. Rear frame rails may be replaced from bumper mounts to rear kick up, maximum of 34".
4. No gutting of stock body components except roof, hood, trunk lid, and doors. 2 1/2-inch cowl hood scoop permitted.
5. All doors must be welded or bolted shut. Aftermarket bodies may be riveted.
6. Street Stock style aftermarket body is the only style permitted. Any replacement body part must resemble the original. No composite, plastic, or any other non-metallic materials are to be used except for the hood and front and rear bumper covers.
7. All glass must be removed except windshield. Windshield may be replaced with reinforced Lexan (3/16 thick minimum). A minimum of 2 straps of 1/8" x 1" steel must be installed inside and outside of the windshield for reinforcement of the Lexan. Reinforced Lexan rear window allowed. No door windows allowed. C-pillar Lexan allowed.
8. Pre-Registered Number is to be displayed on both doors and roof, at least 3" wide and 18" tall. Additionally the vehicle number must be on the upper right corner of the

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windshield for easy visibility by on track officials. Car base color and number color must be of high contrast to maximize readability of the number for scoring purposes.

9. Sunroofs must be covered by one sheet of 18-gauge (minimum) steel and riveted or welded.
10. Headlights, taillights, chrome trim and all other trim must be removed from the outside of the vehicle.
11. If anything other than hood pins to secure and fasten the hood is used a 10-inch hole must be cut above the air cleaner. No flaps. The truck must be secured with pins or bolts and must be openable for inspection.
12. Rub rails will be allowed but only between the wheel wells 1" x 2" rectangular or 1 ⅜" steel tubing mounted tightly against the body between the hub and top of the tire. No sharp edges.
13. One exposed bar, both front and rear, must mount between the frame rails above the bumper for towing. No chains permitted. Bar must not protrude past the bumper.
14. Rear spoilers are permitted, single plane only. Maximum 5 inches high by 60 inches wide. Spoiler braces are permitted but must be located behind the spoiler. No braces, flanges, etc. in front of or alongside the spoiler.

Interior and Drivers Compartment

1. No holes in the driver's compartment, all holes must be covered by sheet metal. No sharp edges.
2. All interior trim must be removed. Dashboard may remain and may be covered by sheet metal. All air bags must be removed. No sharp edges allowed anywhere in the driver's compartment.
3. Removal of lock plate from OEM column mandatory
4. Metal to metal quick release steering hubs are mandatory. Aftermarket racing steering wheels allowed. The center of all steering wheels must be padded.

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Engine Options

Option 1: 602 Crate

1. GM 602 Crate Engine will be used with a Holley 650cfm part #0-82651 or 0-82651SA carburetor.
2. It is mandatory that ALL crate engines be purchased and sealed by Riverhead Raceway.
3. All engines must remain as delivered by General Motors including harmonic balancer, distributor, valve covers, springs, rocker arms, seals, etc.
4. It is strictly forbidden to tamper with the factory and/or Riverhead Raceway seals in order to gain access to the internal workings of the engine. Anyone caught tampering with the factory and/or Riverhead Raceway seals shall immediately have their engine confiscated by Riverhead Raceway be fined $1,000.
5. These crate engines are considered to be non-rebuildable and non-repairable. If an engine sustains internal damage or wear that requires removal of one or more seals, the engine is then said to have served its life and must be discarded and a new one obtained.
6. Any sale of a crate engine must take place with a Riverhead Raceway Tech Official present.
7. Carburetor
    a. Unaltered Holley 650cfm, Part # 0-82651 is the only legal carburetor.
8. Butterflies
    a. Idle holes may be drilled in the butterflies.
    b. Screw ends may be cut even with the shaft, but the screw heads must remain standard.
9. Carburetor Spacer/Gasket
    a. No sandwich type or insulator type gaskets permitted. The maximum gasket thickness shall be .065. No carb spacer permitted.
10. Ignition System
    a. Stock ignition systems only that are supplied with the 602 Crate.
    b. Distributor must remain unaltered.

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c. Engine must retain stock firing order.
d. No traction control

11. Air Cleaner
    a. Open element paper filter air cleaner allowed.
    b. 14" by 3" maximum.
    c. Top and bottom covers must be either steel or aluminum, solid, and not allow air flow through them.
    d. No stubstacks or any other airflow enhancing devices allowed

Option 2: Chevy Small Block Only

2. Maximum cubic inch - 350 + 0.60 overbore. Compression not to exceed 9.0:1 Engine Block - 2 or 4 bolt main.
    a. No grinding, relieving or polishing
    b. No coatings – internal or external.
3. Crankshaft
    a. No offset grinding.
    b. Stock Stroke of 3.480.
    c. Cast Iron only.
    d. Must weigh no less than 48 lbs.
    e. Eagle 103503480 or Scat 9-10442 allowed.
4. Connecting Rods
    a. GM original length 5.700"
    b. Aftermarket bolts allowed.
    c. Press pins only.
    d. Eagle SIR 5700 BPLW, or Scat 3-ICR5700 P allowed.
5. Pistons
    a. Cast or hypereutectic flat top or dish Pistons only. 3 active rings per piston.
    b. No forged pistons permitted.
    c. Piston must have a full length skirt.

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6. Cylinder Head
    a. Cast Iron, straight plug, open chamber heads OEM Factory GM Heads Only. No Vortec or LS Heads, (Engine Quest PN: CH350I and Dart 91624360DART are allowed.)
    b. No Grinding, porting, acid etching, bowl work or flow improvements of any kind.
    c. Casting numbers must match valve size.
    d. Maximum intake valve size 1.94".
    e. Maximum exhaust valve size 1.5".
    f. Valves must be stock length and made from magnetic steel.
    g. Single valve spring stock diameter. No conical/beehive design.
    h. Stock style magnetic steel 7-degree retainers only.
    i. Aftermarket retainers must weigh at least 20 grams. No tolerance.
    j. 3/8" diameter studs only, screw in or pinned.
    k. Stamped steel rocker arms 1.5 ratio only, no roller tips permitted. Poly locks ok.
7. Camshaft
    a. Maximum lift .450 intake and exhaust – measured at valve.
    b. Hydraulic flat tappet cam and lifters.
    c. .842 diameter hydraulic standard lifters only.
    d. Timing chain only, no belt or gear drive.
8. Intake Manifold
    a. An unaltered Edelbrock 2101 performance manifold permitted.
    b. Must have a 3/32 hole drilled in the head each of 2 intake bolts (directly next to each other) on both sides of the intake
9. Oil Pan
    a. Stock appearing 5-quart capacity max.
    b. Trap door allowed.
    c. A one inch inspection hole (such as those manufactured by Canton) Must be installed in the oil pan. The plug must be installed in a way as to not impede its use.

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10. Carburetor:
    a. Stock Quadrajet or Stock R-4412 Holley two (2) barrel 500 cfm
    b. No ram tubes or ducting allowed. No fuel logs or cooling devices allowed.
    c. Body of Carburetor:
        i. No polishing, grinding, or drilling of holes permitted.
    d. Choke Horn:
        i. Choke horn may be removed.
    e. Boosters:
        i. Boosters may not be changed.
        ii. Size and shape of booster must not be altered.
        iii. Booster height must remain standard.
    f. Venturi:
        i. Venturi area must not be altered in any way.
        ii. Casting ring must remain completely visible and may not be removed.
    g. Base Plate:
        i. Base plate not to be altered in size or shape. No holes drilled in the base plate.
    h. Butterflies:
        i. Stock butterflies must not be thinned or tapered.
        ii. Idle holes may be drilled in the butterflies.
        iii. Screw ends may be cut even with the shaft but the screw heads must remain standard.
    i. Throttle Shaft:
        i. The throttle shaft must remain standard and must not be thinned, cut, or nicked in any manner.
11. Carburetor Spacer/Gasket:
    a. No spacer allowed with Quadrajet. Holley 4412 carburetor spacer must be a maximum of one (1) inch thick.
    b. Holly 4412 spacer hole must be cut perpendicular with the base of the carburetor. No taper or bevels.

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c. The maximum gasket thickness shall be .065

12. Air Cleaner
    a. Open element paper filter air cleaner allowed.
    b. 14" by 3" maximum.
    c. Top and bottom covers must be either steel or aluminum, solid, and not allow air flow through them.
    d. No stubstacks or any other airflow enhancing devices allowed.
13. Ignition System
    a. Stock HEI Only.
    b. Stock Module
    c. Stock Coil
    d. GM distributor 93440806 is approved for use

The Following Applies to both Engine options:

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

Battery

1. Battery may be relocated to the driver's compartment, must be enclosed in a spill proof container and be secure. Container must have a cover.
2. If the battery is relocated, it must have a battery disconnect switch mounted in plain view, clearly marked On-Off. The switch lever itself must be painted bright orange.
3. Only one standard automotive battery maximum 12 volt will be permitted

Exhaust

1. Cast iron manifolds required. No rams horn or center dump manifolds allowed.
2. Stock exhaust system or any glass pack muffler permitted.
3. Dual Exhaust allowed. Must exit behind the driver.

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Fuel System

1. The Fuel Cell must be in a minimum of 18-gauge steel case and have foam inside the cell.
2. Must have an “X” of not less than 1”x 1” 1/8 wall square tubing underneath the cell.
3. Fuel Cell must be secured with (4) one inch x 1/8-inch steel straps. 2 going from front to rear and 2 going left to right. Large washers or 1/8 steel plates on underside and a minimum of 3/8 inch bolts securing the straps.
4. Cells must have a flapper/rollover valve on the fill and vent.
5. Must have a fuel shut off valve and be clearly marked with the handle inside the car.
6. No fuel line allowed inside the driver's compartment.
7. Fuel cell may not be mounted lower than the frame rails.

Radiator

1. Must be in stock location.
2. One transmission cooler is allowed.
3. Cooler lines must be steel with a maximum of 6” flex line
4. Catch cans are mandatory.
5. A non flexible magnetic steel fan with a minimum of 4 blades is mandatory.

Rear End

1. Stock rear ends.
2. No Independent rear suspension.
3. Aftermarket axles allowed.
4. Factory posi or locked rear allowed.
5. Mini spool or steel spool allowed.

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6. Spool must use all ring gear bolts and OD cannot be scalloped.

Suspension and Brakes

1. Ride height is minimum of 5".
2. Suspension and steering parts must be absolutely stock. No modifications allowed. Urethane bushings allowed.
3. Steering and suspension may not be reinforced in any way.
4. Heavy duty stock mount, non-adjustable shocks or struts permitted. Springs must mount in factory mounts.
5. No cutting, heating, altering or modifying of any other suspension parts allowed.
6. Minimum I.D. of springs is 5 inches. Adjustable spring cups permitted.
7. Front spindles must be linked to the frame using approved tether. One end of the cable with the large eye must wrap around the frame and pass through the smaller eye. The large eye of the cable must loop over the upper portion of the spindle.
8. OEM brakes only, no disk rear brakes. No brake proportioning other than stock. No aftermarket master cylinders. Pedals must remain in stock location. No spacers or extensions permitted.

Transmission

1. Cast Iron standard shift transmission(scatter shield required)
    a. No removal of gears.
    b. Clutch, pressure plate, flywheel assembly minimum weight 30 lbs.
2. No aluminum flywheels.
    a. No multi disk clutches.
    b. 10" minimum diameter clutch.
3. Stock clutch linkage only.
4. Steel drive shaft only.
5. Automatic Transmission
    a. No hollow converters.

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   b. No manual valve body.
   c. 11" minimum diameter converter.
6. 360 degree drive shaft loop required, 1 1/2 inch wide 1/4 inch thick minimum.

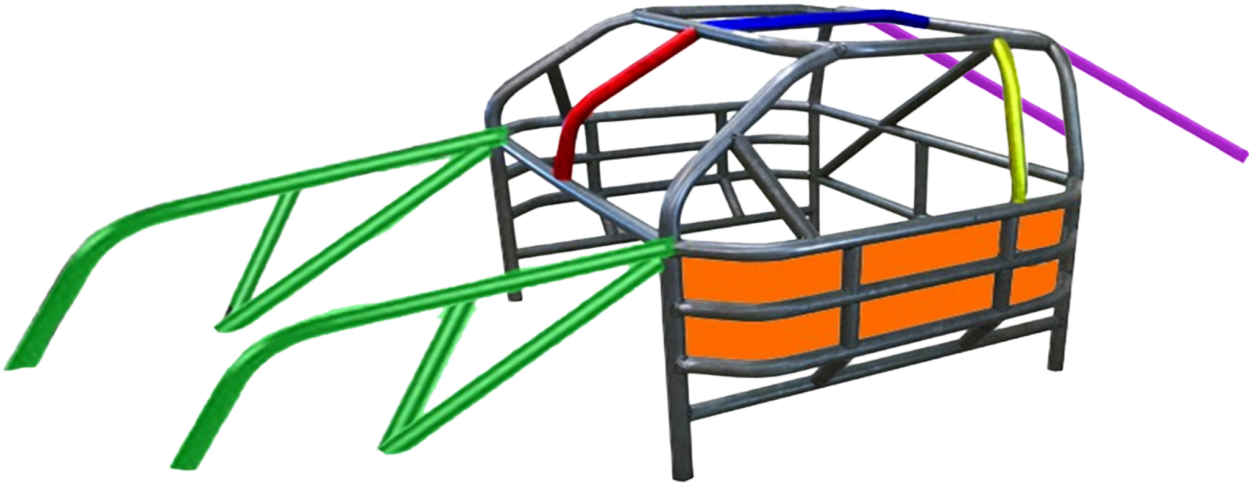
Tire Rules

1. Only Riverhead Raceway approved Hoosier tires are allowed.
   a. Hoosier 790 26.5 on the left side
   b. Hoosier 790 27.0 on the right side
2. All tires must be scanned by officials prior to use.
3. No wheel weights.
4. Offset must be the same on all 4 corners.
5. No tires protruding out of the wheel wells.
6. Maximum 7" wide wheel.
7. Aftermarket wheels permitted. Steel wheels mandatory. No spacers.

Weight Rules

1. Maximum 53% left side weight with driver.
2. Minimum total weight with the driver is to be no less than 3100 lbs.
   a. A time trial/impound race will require 30 lbs. additional "before weight" when presenting a car for pre tech(3130 lbs. Pre-Tech weight)
3. All lead ballast must be painted white with the car number on it.
4. All ballast must be securely mounted with a minimum of 3/8" grade 8 bolts and a minimum of 2" diameter washers within the wheelbase of the vehicle.
5. Any car deemed having excessive rear weight will be subject to a weight penalty at the discretion of the tech official.

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1. Roll cage rules illustrated: see pages 2 and 3
    a. Plating- **Orange**
    b. Newman Bar- **Blue**
    c. Earnhardt Bar- **Red**
    d. Brain Bar- **Yellow**
    e. Front Bars- **Green**
    f. Rear Down bars to leaf spring- **Purple**

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