# Official Rulebook

2026 Super Pro Trucks 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 9$^{th}$ 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 **Super Pro Truck** Rules

Revised Jan 29, 2026

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## PERSONAL EQUIPMENT

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

## COMPETING MODELS

1. 1995-2017 American production trucks. Full framed trucks only with a wheelbase over 108 inches.
2. Competing models allowed are:
    a. Ford F-150
    b. Chevrolet C-10
    c. GMC C-1500
    d. Dodge Ram
    e. Toyota Tundra
3. No step side pickups are permitted.
4. Track approved bodies only.
5. Stock means for the year and make of the car being used.

## ENGINE OPTIONS

### Option #1: 602 CRATE

1. GM 602 Crate Engine will be used with a Holley 650cfm, Part # 0-82651 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

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with the factory and/or Riverhead Raceway seals shall immediately have their engine confiscated by Riverhead Raceway and a $1000 fine will be assessed.

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

## OPTION #2: SPT Engine

1. Engine will be used with a stock Holley R-4412 two (2) barrel 500 cfm. All SPT Engines must have the engine and carburetor sealed within the first four (4) weeks of the season.

### ENGINE DISPLACEMENT

1. Chevy engines are allowed up to 350 cubic inches plus .045 inches overbore per cylinder.
2. Ford engines are allowed up to 351 cubic inches plus .045 inches overbore per cylinder. The Ford 351 Windsor engine is the only block permitted.

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3. Chrysler engines are allowed up to 360 cubic inches plus .045 inches overbore per cylinder.
4. The maximum allowable compression ratio shall be 9.0 to one in all cylinders.

## ENGINE BLOCK

1. The block must remain factory stock.
2. No coatings permitted on any part of the engine, except piston skirts.
3. The engine block external dimensions MUST remain stock.
4. No internal porting, polishing, relieving, or coating of the engine block permitted.
5. No aluminum or bow tie blocks permitted.

## PISTONS/RODS

1. Only three (3) ring groove, full skirt pistons allowed. Flat top or dished pistons only.
2. No portion of the piston may protrude above the top of the block. Valve reliefs may be cut into the pistons.
3. Steel connecting rods allowed. Stock production rods allowed. All aftermarket rods allowed but must be a solid I-beam type steel sportsman rod.
4. The following are the only rod lengths allowed:
    a. General Motors 5.700
    b. Ford “Windsor” 5.954
    c. Chrysler 6.125 Connecting rods may be bushed.

## CRANKSHAFT/BALANCER

1. Only standard steel or cast iron crankshafts permitted, minimum weight 48 lbs. Stroke may not be increased or decreased.
2. No knife-edge crankshaft permitted.
3. No aluminum balancers. No pendulum undercutting permitted.
4. Crankshaft must have (350) main journal and 2.100 rod journal.
5. Maximum undersize both rod and main journals .030

## OIL PAN

1. Wet sump only. No dry sump system or external pumps allowed.

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2. Accusump systems prohibited.
3. 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.

## HEAD GASKETS/SPACERS

1. On all engines, only one standard flat gasket may be used between the head and the intake manifold. No wedge type gaskets allowed.
2. No metal or bakelite spacers allowed.

## CYLINDER HEAD

1. Cylinder heads must be of stock production only.
2. No bow tie, aluminum, Dart II, SB2, GM angle plug, Ford SVO, GM Vortec or Chrysler Performance heads allowed.
3. No aftermarket heads permitted, with the exception of Engine Quest cylinder head part number CH350I and Dart part number 91624360DART which will be allowed. Must have serial number intact.
4. No modifications of any kind will be permitted with the exception of milling the deck surface to adjust for the compression ratio rule and drilling the push rod holes for push rod clearance. Components used to complete the assembly of this cylinder head must adhere to the existing rules for this division. Riverhead Raceway must approve all cylinder heads.

| | Intake | Exhaust |
|---|---|---|
| GM | 1.940 | 1.500 |
| Ford | 1.782 | 1.460 |
| Chrysler | 1.880 | 1.600 |

5. Limit of two (2) valves per cylinder.
6. No titanium or other lightweight valves permitted.
7. No porting, polishing, relieving, or coating of the cylinder head permitted.
8. External modifications will not be permitted.

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9. Valve springs: retainers and keepers must remain OEM stock dimensions. Single diameter valve springs only. The maximum valve spring diameter is 1.250.
10. Aftermarket retainers permitted. Must be magnetic steel. No lightening, scalloping, drilling or machining of retainers. Must be round in shape and weigh a minimum weight of 20 grams.
11. No modifications to the combustion chamber permitted, including unshrouding of intake or exhaust valve sides of chamber. Basic three (3) angle valve job permitted. The only angles permitted will be as follows:

    Top angle 30 degrees
    Seat angle 45 degrees
    Bottom angle 60 degrees

12. A 70 degree or greater angle below the bottom of the valve seat is not permitted.
13. The maximum grinding, cutting, or machining depth permitted will be limited to a maximum depth of .250 (1/4 “) as measured from the top of the valve seat.
14. All cutting, grinding, and machining in reference to the specified angles must be centered off the centerline of the valve guide.
15. Upon completion of the valve job, all areas below the specified depth including, but not limited to: short side radius, bowl area, port floors, port roofs, port sides, area above bottom of valve guide protrusion, port runners, port entrances, exhaust port exits, may not be altered in any manner.
16. Cylinder heads must retain all factory stock as cast dimensions and configurations.

## CAMSHAFT/VALVE LIFTERS/ROCKER ARMS

1. Solid or hydraulic camshaft permitted.
2. No roller camshaft and/or lifters permitted.
3. No mushroom lifters permitted.
4. Stock diameter lifters only for make of engine.
5. Lifters must be similar in design/size as original equipment.
6. Stud mounted roller rocker arms permitted.
7. 1.50 ratio rocker arms permitted.
8. No pedestal or shaft rocker arms permitted.

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9. 7/16 diameter rocker arm studs permitted.
10. Screw in rocker arm studs and guide plates are permitted.
11. Rocker arm stud girdles are not permitted.
12. OEM type timing chain only. No gear or belt drives permitted.
13. Chrysler heads must use stock OEM rocker shafts and rocker arms with adjustable pushrods.

## INTAKE MANIFOLD

1. The following are the only allowable intake manifolds permitted. All part numbers are current design Edelbrock series intake manifolds:
    a. Chevrolet #2101
    b. Chrysler #2176
    c. Ford "Windsor" #2181
2. Absolutely no modifications/alterations allowed.
3. All casting numbers must remain on the manifold.
4. The officials must approve the intake manifold.
5. 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.

## CARBURETOR

1. Stock R-4412 Holley two (2) barrel 500 cfm is the only legal carburetor.
2. No ram tubes or ducting allowed. No fuel logs or cooling devices allowed.
3. No polishing, grinding, or drilling of holes permitted in body of carburetor.
4. Only one (1) piece spacer, maximum one (1) inch in thickness, may be installed between the intake and the carburetor.
5. The spacer must have two (2) holes that match the base of the carburetor. Holes must be cut perpendicular with the base of the carburetor. NO taper or bevels.

## CHOKE HORN

1. Choke horn may be removed.
2. Boosters may not be changed.
3. Size and shape of booster must not be altered.
4. Booster height must remain standard.

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### VENTURI

1. Venturi area must not be altered in any way.
2. Casting ring must remain completely visible and may not be removed.

### BASE PLATE

1. Base plate not to be altered in size or shape. No holes drilled in the base plate.

### BUTTERFLIES

1. Stock butterflies must not be thinned or tapered. b. Idle holes may be drilled in the butterflies.
2. Screw ends may be cut even with the shaft, but the screw heads must remain standard

### THROTTLE SHAFT

1. The throttle shaft must remain standard and must not be thinned, cut, or nicked in any manner.

### CARBURETOR SPACER/GASKET

1. The adapter plate and carburetor spacer must be a maximum of one (1) inch thick The spacer must have two (2) holes that match the base of the carburetor. The holes must be cut perpendicular with the base of the carburetor. No taper or bevels.
2. The maximum gasket thickness shall be .065

## ENGINE LOCATION

1. The front most spark plug must be a minimum of two (2) inches forward of the centerline of the upper right and left ball joint.
2. Engines may be interchanged. (Example: Ford in Chevy) V-8 engines only. No overhead cam, L-6, V-6, or four (4) cylinder engines permitted.

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## FRAME

1. No sub frames permitted.
2. Rear frame section must be stock configuration with reinforcement permitted after rear mounting points of rear trailing arms. Altered rear kick-up permitted for axle clearance.
3. No offset frame permitted.
4. Minimum ground clearance will be four (4) inches with the driver in the truck.
5. Stock frame rail may be reinforced by a flat piece of steel which may be used to box in the open section of the frame. No added bracing, tubing permitted inside the frame rail.
6. No holes may be cut in the frame rails to lighten the frame.
7. Frames may be interchanged from one manufacturer's line or make to another.
8. Front and rear snouts must remain stock for make of frame.
9. Cross member cannot be moved from the original location.
10. 2x3" or 2x4" steel tubing is permitted from the center of the rear axle to the rear bumper.
11. 2x3" or 2x4" steel tubing may be used in front of the steering box and A-frame mounts
12. Johnson, Hamm 2x4 metric front clip permitted.
    a. Howe parts number 35809
    b. Impala and 35810
    c. Chevelle front clip permitted

## ROLL CAGE

1. Minimum size of roll cage tubing is 1 ¾" (.095) thick. seamless tubing with gussets mandatory.
2. All bars within drivers reach must be padded.
3. The distance between the front and rear roll cage hoops will be 53 ¼ inches.
4. Trucks must have four (4) sidebars on the left side and three (3) sidebars on the right side
5. Roll bars in the driver's area must be padded.
6. Center windshield bar and double padded brain bar are mandatory.

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7. It is mandatory to have a 16-gauge steel intrusion plate welded between the door bars or a 16 gauge 40" length and 17" height minimum steel plate welded to the outside of the driver's door bars.

## BODIES

1. The truck body must remain as manufactured.
2. All trucks must have complete bodies, hood, fenders and bumper covers in top quality condition.
3. Aftermarket fiberglass truck bodies are permitted.
4. Original dimensions of all bodies must remain as manufactured, except for changes, which may be necessary for tire clearance.
5. All bodies must be installed to the manufacturer's dimensions.
6. No streamlining allowed, such as headlights, radiator, grills, top of windshield or under pans. Trucks must remain standard in appearance. Grills must be stock standard height and width and mounted in stock location. The windshield and rear glass must be installed in their original standard positions.
7. All bodies must be installed on the frame in an approved manner.
8. A minimum overall height of 57 inches shall be required. The minimum height shall be measured a distance of ten inches back from the top center of the front windshield.
9. The bodyline from the cab must match the bodyline on the box. No more than one-half inch difference in rake from front to back.
10. Drive shaft tunnel may be raised a maximum of 10 inches measured from the driver's side floor to the top of the tunnel. The right side floor will then project either directly across on a level plane or at an angle towards the top of the roll cage on the passenger side of the vehicle. This area is not to be boxed in..
11. All trucks must have a complete full 20-gauge minimum steel front firewall that is no further back than the leading edge of the front windshield.
12. All trucks must have a minimum 20-gauge steel rear firewall that completely closes off the truck compartment.
13. Full width bumper bars, both front and rear, are required under the bumper covers. The maximum size of the bars shall be 1 ¾" outside diameter pipe by .090 wall.
14. 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 and be no wider than 16".

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15. Side nerf bars must be two (2) inches wide and one (1) inch thick or one (1) inch square.
16. The nerf bars must be flush mounted between two-wheel flares. Nerf bars must be at center hub height. Nerf bars cannot extend beyond the outside edge of tires and must be capped.
17. The distance between the lower ball joint and the rear of the cab shall be 75 inches.

## HOOD

1. The hood must be complete in its original position and have positive type fasteners.
2. No holes may be cut in the hood for the air cleaner.
3. 3-inch cowl hood permitted

## BRAKE COMPONENTS

1. Working four (4) wheel hydraulic brakes is mandatory.
2. OEM type brake parts only.
3. Racing type brake pedals and master cylinder permitted.
4. No aluminum calipers or rotors permitted.
5. Aftermarket steel rotors permitted.

## EXHAUST SYSTEM

1. Headers with 1 5/8 “primaries and 3” collectors permitted.
2. No 180-degree headers. No porting, polishing, wrapping or coating of manifolds/exhaust headers permitted.
3. Maximum diameter of exhaust is three (3) inches.
4. The exhaust pipes must exit behind the cab and in front of the rear wheels and must be flush with the body.
5. The maximum inlet and outlet diameter is three (3) inch inside diameter.
6. Mufflers must be removable for inspection.
7. Beyea Muffler MUF3-NTD or similar or equivalent soundwise is mandatory.

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## BATTERY

1. The battery must be securely fastened and properly covered.
2. The battery cannot be located in the driver's compartment.
3. Battery and ignition shut off switch are mandatory.
4. Battery master switch must be located in the left front corner of the truck bed. One (1) single 12-volt battery.

## IGNITION SYSTEM

1. Dual point distributors are **not permitted**.
2. Aftermarket distributors will be permitted but limited to the following mfgs; GM Performance, DUI, MSD, and Crane Cams.
3. GM Performance, DUI, MSD, or Crane Cams module are permitted in stock HEI distributors.
4. Coil must be "in cap" style.
5. Engine must retain stock firing order.
6. No traction control permitted.

## ELECTRICAL SWITCHES

1. Electrical switches must be located within easy reach of the driver and be properly labeled.

## FUEL CELL

1. The fuel cell must be located behind the rear axle housing.
2. The fuel cell must have a steel outer container (no less than 18 gauge steel) completely enclosing the rubber bladder.
3. The fuel cell must have foam protection.
4. The inlet and vent lines must have a ball check or flapper valve.
5. The fuel cell must be a minimum of eight (8) inches off the ground.
6. The cell should be secured with one (1) inch by 1/8-inch steel straps with four (4) straps across the top of the cell.
7. The cell must be protected with 1' x 1' x 1/8" square tubing in an "X" shape underneath the cell.

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8. Fuel shut off valve mandatory and must be labeled and within the reach of the driver.
9. Fuel lines may not run inside the truck.
10. NO ballast in fuel cell (lead etc.)

## MIRRORS

1. The maximum size of the rear-view mirror shall be 2 1/8 x 17 ¾.
2. A small left side spot mirror may be added.

## RADIATOR AND FAN

1. Radiator must remain stock appearing and remain in the stock mounting position.
2. All cars must have a radiator overflow can of at least 1 gallon capacity.
3. The use of antifreeze is prohibited.
4. Electric fans permitted.
5. Fan shroud may be used but cannot extend more than one (1) inch behind the fan blade.

## REAR END

1. Passenger car rear ends allowed and may be interchanged from manufacturer to manufacturer.
2. Welded spider gears, mini spool or full spool must be used.
3. No ratchet, limited slip, torque bias, aluminum spools or aluminum center sections permitted.
4. Only steel axle housings permitted.
5. Full floating rear axle permitted.
6. The distance measured from the center of the rear end housing to the rear hubs, left and right, where the wheels bolt on, must be within one (1) inch in length.
7. Magnetic steel spool permitted. Must not be lightened.
8. Ring gear mounting flange must be round and use all ten (10/12) ring gear bolts.

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## SPOILERS

1. The maximum size of the rear spoiler shall be 64 inches in length by 5 inches in height.
2. No braces permitted on the spoiler.

## STARTER

1. Self-starter must be in working order and be located in stock position
2. All cars must start under their own power.

## SEATS

1. Containment style seats are strongly recommended.
2. Seat MUST be an aluminum racing seat bolted to a steel frame, connected to the cage. Must have six (6) -3/8" bolts, grade 8 with minimum 2" dia washers securing the seat from inside. One (1) must be in each corner of the seat (2-3" from the outer edge) and two (2) in the headrest securing the seat to the upper support brace.
3. A support brace must be properly installed in the rear of the seat at shoulder height.
4. A quick release NASCAR approved type seat belt/shoulder harness/crotch belt minimum 16.1 SFI must be properly mounted.
5. Belts must be securely fastened to the roll bars. The belts must be dated and must be replaced at the conclusion of the 2nd year after manufacture.
6. A drop down window net is mandatory. Must be mounted in an appropriate manner.

## SUSPENSION

1. No bump stop, coil bind, or other travel limiting type suspensions
2. Front coil springs must be similar in design as OEM and must mount in the original location.
3. Minimum Inside diameter of coil springs is five (5) inches. The rear coil springs may be located either inside or outside the frame rails provided that they are both mounted in the same location. The coil springs must remain inside the rear body panels. Coil springs must be mounted on top of rear axle housing.
4. Front mount of the rear leaf spring must remain in its original position and be factory stock for make of frame.

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5. Aftermarket spindles are permitted.
6. Jacking bolts permitted.
7. Only non-adjustable steel bodied shocks permitted.
8. No coil over eliminators permitted.
9. No mechanical device allowed in order for the driver to shift weight while in motion.
10. No helper springs or traction bars.
11. Heim joints permitted only on the rear end pan hard bar and third link. No torque arms, or spring loaded third links permitted.
12. Any trailing arm with a maximum 24" length permitted.
13. OEM or Johnson OEM style trailing arms permitted.
14. Front mount of the rear lower trailing arm must remain in its original location and must not be adjustable.
15. Three (3) point rear suspension permitted.
16. Front lower control arms must be mounted to the original factory mounts. Lower A-frames must be stock length, Howe-Johnson OEM style permitted.
17. Ball joint, mono-ball and shock mount are the only permissible alterations.
18. Upper A-frame mounts may be fabricated and moved.
19. Fabricated upper A-frames permitted.
20. No quick steer devices permitted.
21. Safety hubs are recommended but are not required.
22. Heim joints are permitted on the outer tie rod ends.

## TRANSMISSION, DRIVELINE, AND CLUTCH

### Transmission

1. Three (3) or four (4) speed cast iron standard transmission only. No automatic transmissions.
2. No aluminum or other lightweight transmissions permitted.
3. All standard transmissions must have at least two (2) forward and one (1) reverse gear in working order.
4. The only allowable machine work to the transmission is the removal of first gear.
5. Steel scatter-shield required.

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### Driveshaft

1. The driveshaft and universal joints must be similar in design to standard production.
2. All driveshaft(s) must be steel and painted white.
3. Two (2) driveshaft straps required.

### Clutch/Flywheel

1. No aluminum flywheels permitted.
2. The stock steel type clutch assembly combined with the flywheel and flywheel bolts must weigh a minimum of 30 lbs.
3. The minimum clutch diameter shall be ten (10) inches.
4. No turning or drilling permitted.
5. No multiple disc clutches permitted.

## WHEELS AND TIRES

1. The maximum wheel width will be eight (8) inches. Steel wheels only.
2. All tires must be purchased at Riverhead Raceway.
3. The spindles, wheel bearings, and hubs must meet the following requirements: Front spindles must be linked to the frame using approved tether. One (1) 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.
4. The maximum allowable tread width measured from the outermost part of the tire both front and rear shall be 79 inches.
5. Minimum length of wheelbase shall be 108 inches.

## WINDSHIELD

1. A complete 1/8" LEXAN windshield, front and rear, MUST be used.
2. The windshields, front and rear, must be installed in their original standard positions.
3. A minimum of two (2) straps, 1/8 x 1", must be installed inside the front windshield and outside of the rear window.
4. Front and rear windshields must be clear. No tint permitted.
5. No side windows permitted.

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## WEIGHT RULES

All cars must weigh according to the following engine options:

| ENGINE OPTION #1 | ENGINE OPTION # 2 |
|---|---|
| 602 CRATE | SPT ENGINE |
| WEIGHT: 3200 | WEIGHT: 3250 |
| 58% LEFT | 58% LEFT |

1. A time trial/impound race will require all cars to weigh 30 lbs more at pre-tech. Crate: 3230 lbs, SPT: 3280 lbs. Added weight must be mounted within the frame rails and mounted securely with a minimum of two (2) 3/8" bolts.
2. No weight may be fastened in the drivers' compartment.
3. All added weight must be painted white with truck number clearly marked.
4. Dislodged weight cannot be returned to the truck for weighing after the race.
5. Car weighed with the driver in normal position with helmet on lap at the end of the race.
6. The base weight of the vehicle must be displayed on the right side of the hood in a contrasting color at least 2" tall.

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