Official Rulebook

2027 Riverhead Crate Modified Rules

This document contains:

General Rules:

- 2026 General Rules Page 2
- 2026 Tire Infraction Policy Page 8
- 2026 Weekly Tire Policy Page 10
- 2026 Handicapping Rules Page 14

Division Rules:

- 2027 Riverhead Crate Modified Rules Page 18

2026 **General** Rules

Revised Jun 16, 2026

Table of Contents

Social Media Conduct Policy 2
Race Control, Race Procedures & Tap-Out Rule 2
Tap-Out Rule (On-Track Responsibility Option) 3
General Rules 3
Fuel 5
Fluids 5
In-Vehicle Radio Communications 5
Licenses 6

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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

Table of Contents

Tire Bank Eligibility 2
Support Teams 2
NASCAR Modifieds 3
Modified Heat Race and Feature Tire Tech 3
Tire Credits 3
On Track Tire Incident 3

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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.

2027 **Riverhead Crate Modified** Rules

Revised Oct 13, 2026

Table of Contents

PERSONAL EQUIPMENT 2
COMPETING MODELS 3
BATTERY 3
BELLHOUSING 3
BODIES 3
BRAKE COMPONENTS 3
CLUTCH/FLYWHEEL 4
10” Minimum Clutch 4
7 ½” Clutch 4
COIL OVER SHOCKS 4
ENGINE OIL 4
EXHAUST SYSTEM 5
GM 602 Crate Engine Rules 5
Engine Eligibility 5
Inspection 6
The GM Circle Track Crate Engine Technical Manual 7
Permitted Service and Approved Components 7
Engine Block 8
Pistons and Piston Rings 8
Cylinder Heads and Compression 9
Engine Coatings 9
Valves and Valve Springs 10
Camshaft and Lifters 10
Carburetor 11

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Oil Pan..... 11
Engines From Other Racetracks.....12
Ignition System.....12
FUEL CELL..... 13
IDENTIFICATION AND MARKINGS.....13
INTERIOR/FIREWALL SHEET METAL..... 13
REAR END.....13
TRANSMISSION.....14
WATER PUMP/ALTERNATOR.....14
WHEELS.....14
TIRES.....15
WINDSHIELD..... 15
WEIGHT.....15

PERSONAL EQUIPMENT

1. All drivers must have a full-face Snell 2020 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.

THE RIVERHEAD MODIFIED CRATE DIVISION WILL FOLLOW ALL RULES FOUND IN THE CURRENT NASCAR WHELEN MODIFIED TOUR RULEBOOK EXCEPT THE FOLLOWING RULES:

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COMPETING MODELS

1. Approved model bodies as per the NWMT Rule book

BATTERY

1. Gel or Glass Mat type battery may be used.
2. Any battery used must be a 12-volt battery ONLY!
3. Battery must weigh a minimum of 17lbs.

BELLHOUSING

1. Magnetic steel bell housing most be used.
2. Bell housing must enclose the flywheel minimum 180 degrees

BODIES

1. All body panels, except hood and roof must be made of aluminum or magnetic steel per NWMT rulebook.

BRAKE COMPONENTS

1. Only single stage master cylinders are allowed.
2. Brake calipers with a maximum of 4 pistons are allowed.
3. Each brake caliper's pistons must all be of equal size.
4. Each brake caliper may not exceed a racer net price of $265.
5. No floating rotors.

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CLUTCH/FLYWHEEL

10" Minimum Clutch

1. Stock OEM dimension steel flywheel for engine only. No aluminum flywheels permitted.
2. OEM type steel pressure plate and steel disc only.
3. Solid type disc only, no paddle or button type discs. Drilling or lightening of any part not permitted. Flat surface matching is allowed only on the face of the flywheel. Any cutting on the backside of the flywheel is not permitted.
4. Steel bolts only.
5. The following weights are the minimum for each part:
    a. Flywheel only, no bolts – 14.5 lbs.
    b. Pressure plate, cover and solid disc – 16 lbs.
    c. Steel solid disc. No bolts, must weigh a minimum of 2.5 lbs. and a maximum of 3.8 lbs. after the combined weight has been determined.

7 ½" Clutch

1. Quartermaster part #298103ZZ or #298153ZZ are also approved for competition

COIL OVER SHOCKS

1. Coil over shock absorbers may be used. NO nitrogen filled shocks permitted. NO adjustable shocks permitted. NO Schrader valves permitted on the shocks. NO external reservoir shocks permitted. NO shock that the shaft extends by pressure.

ENGINE OIL

1. Any type of combustion enhancing oils or additives are strictly prohibited. Oil filters must be mounted in the stock location. No remote oil filters or oil cooler.
2. It is strongly recommended that you do not use the engine side panels.

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EXHAUST SYSTEM

1. The following part numbers are the only headers permitted. All headers must remain unaltered and exactly match the SMS factory sample headers:
    a. Troyer Chassis – Kooks #SMS1033 or Flowrite #SMS 25
    b. Raceworks Chassis – Kooks #SMS1033 or Flowrite #SMS 45
    c. Chassis Dynamics Chassis- Kooks # SMS 1435 or Flowrite #Sms 35 d. SPAFCO Chassis - Flowrite # SMS 55
    d. SPAFCO Chassis - Beyea AMSST- 602N1-3
    e. Troyer Chassis - Beyea AMSST - 602N1-TA
2. Flowrite Muffler #FR300 or Beyea Muffler #MUF3

GM 602 Crate Engine Rules

Engine Eligibility

1. The Chevrolet Performance 350/350 GM 602 crate engine, part number 88958602, is the only engine approved for this division.
2. Except for the service parts specifically permitted within these rules, the engine must remain in its original GM configuration.
3. The factory engine serial-number plate must remain permanently attached to the engine block and clearly readable.
4. An engine without an identifiable serial-number plate will not be eligible for competition.
5. Any modification, machining process or replacement component not specifically authorized within these rules is prohibited.
6. The driver and car owner are responsible for the legality of the engine, regardless of who built, repaired or sealed it.

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Inspection

7. Every GM 602 engine must be inspected and sealed through the Riverhead Raceway-approved engine sealing program before being used in competition.
8. Engine seals must be installed only by Riverhead Raceway.
9. All required seals must remain intact, properly installed and identifiable whenever the engine is presented for competition.
10. Removing, cutting, damaging, altering, duplicating or replacing an engine seal without authorization is prohibited.
11. Any service requiring removal of a seal must receive prior approval from Riverhead Raceway.
12. Following an authorized repair, the engine must be reinspected and resealed before returning to competition.
13. Riverhead Raceway may inspect any engine or component before, during or after an event.
14. All engines are subject to post-race teardown and inspection at the request of Riverhead Raceway officials.
15. Inspection may include pumping or whistling the engine, measuring compression ratio and combustion-chamber volume, checking valve-spring pressure, inspecting camshaft specifications, measuring the carburetor and examining the oil pan or internal components.
16. Riverhead Raceway may require a partial or complete engine teardown when necessary to determine legality.
17. The cylinder or cylinders inspected will be selected by a Riverhead Raceway technical official.
18. The competitor must provide the tools and labor necessary to complete the requested inspection.
19. Refusing an inspection, failing to complete a required teardown or removing the engine or vehicle from the inspection area without permission will result in immediate disqualification from the event.

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20. An engine refused for inspection will have seals removed and may not return to competition until it has been completely disassembled as directed, thoroughly inspected, approved and resealed by Riverhead Raceway.
21. An engine that fails any required measurement or component inspection will be declared illegal and will not receive or retain a Riverhead Raceway seal.
22. A violation of these engine rules will result in the immediate loss of track points and $1000 fine
23. A previous inspection or seal does not prevent Riverhead Raceway from conducting another inspection or issuing a penalty when a violation is discovered.

The GM Circle Track Crate Engine Technical Manual

1. GM part number 88958668, will serve as the technical reference for the GM 602 engine.
2. Riverhead Raceway strongly recommends that every driver, car owner and engine builder obtain and understand this manual.
3. Any measurement, tolerance, part number or service procedure not specifically addressed within these rules must comply with the GM technical manual.
4. If a conflict or question of interpretation arises, Riverhead Raceway officials will determine the applicable requirement.

Permitted Service and Approved Components

1. Internal engine service is limited to restoring the engine to approved GM 602 specifications.
2. Components may not be lightened, polished, coated, reshaped, treated or machined to improve performance.
3. Replacement connecting rods are limited to:
    a. Eagle part number SIR5700BPLW
    b. Scat part number SCA25700P

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4. Replacement pistons are limited to standard bore or .020-inch oversize versions of the following:
    a. P101AZUSA
    b. Silvolite part number 3470HC
    c. Sealed Power part number H815DCP
5. All other replacement components must be genuine GM 602 crate-engine parts or the exact service components authorized by the GM Circle Track Crate Engine Technical Manual.
6. A replacement component is not legal merely because it fits the engine or appears similar to an approved part.
7. Any engine receiving internal service must be reinspected and sealed before returning to competition.

Engine Block

1. The engine block must remain in its approved GM 602 configuration.
2. Cylinder bore diameter may not exceed 4.020 inches, which represents a maximum of .020 inch over the standard 4.000-inch bore.
3. No more than .005 inch may be removed from the original block-deck surface.
4. Minimum block-deck height is 9.020 inches.
5. Deburring, polishing, smoothing or otherwise altering the engine block is prohibited.
6. The oil-pan rail must retain its original factory dimensions.
7. Only an OEM-style oil pump approved for the GM 602 engine may be used.
8. Shimming or otherwise modifying the oil-pump relief spring is prohibited.
9. Only OEM-style timing chains and timing gears approved for the GM 602 engine may be used.
10. Adjustable timing sets, offset timing keys or other methods of changing camshaft timing are prohibited.

Pistons and Piston Rings

1. Pistons must be installed in their original factory orientation.

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2. Installing a piston 180 degrees from its intended position is prohibited.
3. The piston's front identification slot or mark must face the front of the engine and may not face the rear.
4. Each piston must have two compression rings and one oil-control ring.
5. All piston rings must be standard tension.
6. Low-tension or reduced-drag piston rings are prohibited.
7. The top compression ring must measure 1.5 millimeters.
8. Shimming the top compression ring is prohibited.
9. The oil-control ring must be a three-piece design measuring 3.0 millimeters.
10. Shimming the oil-control ring is prohibited.

Cylinder Heads and Compression

1. Compression ratio may not exceed 9.3:1 in any individual cylinder.
2. The 9.3:1 maximum is absolute. No additional tolerance will be permitted.
3. Each cylinder tested must comply independently. Measurements from multiple cylinders will not be averaged.
4. Combustion-chamber volume must measure 64 cubic centimeters, with an allowable tolerance of plus or minus one cubic centimeter.
5. No combustion chamber may measure less than 63 cubic centimeters or more than 65 cubic centimeters.
6. Intake and exhaust ports must remain in their original manufactured condition.
7. Porting, polishing, reshaping, blending, deburring or smoothing the intake or exhaust ports is prohibited.
8. Deburring or smoothing any other portion of the cylinder head is prohibited.
9. No more than .005 inch may be removed from the cylinder-head gasket surface.
10. Valve-guide sleeves are prohibited.

Engine Coatings

1. Coatings of any kind are prohibited on internal engine components.

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2. Pistons, connecting rods, valves, bearings, valve springs, cylinder heads, combustion chambers and all other internal components must retain their approved factory-style finish.

Valves and Valve Springs

1. Valves and valve seats must retain their original OEM dimensions and configuration.
2. Intake valve-seat width must measure at least .045 inch.
3. Exhaust valve-seat width must measure at least .060 inch.
4. OEM-style valve retainers and locks are mandatory.
5. Valve-spring pressure must measure between 80 and 85 pounds.
6. Spring pressure will be measured using the procedure established by Riverhead Raceway and the GM technical manual.
7. Valve-spring shims may not exceed .030 inch in total combined thickness.
8. Valve springs, retainers, locks and spring pockets may not be ground, machined or otherwise altered.

Camshaft and Lifters

1. The camshaft must retain its original GM 602 specifications and timing position.
2. Advancing or retarding the camshaft is prohibited.
3. Aftermarket, reground or modified camshafts are prohibited.
4. Only OEM-style hydraulic lifters approved for the GM 602 engine may be used.
5. Lifter shims are prohibited.
6. Each lifter must provide at least .080 inch of measurable travel.
7. Riverhead Raceway may inspect camshaft lift, duration, overlap and timing.
8. Camshaft and lifter measurements must comply with the GM Circle Track Crate Engine Technical Manual.
9. Evidence that the camshaft has been advanced, retarded, reground or otherwise altered will cause the engine to be declared illegal.

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10. Rocker arms must be stock GM stamped-steel rocker arms, GM Part No. 10089648, with a maximum ratio of 1.5-to-1. Roller-tip, roller-bearing, 1.52-to-1, and 1.6-to-1 rocker arms are prohibited.

Carburetor

1. The Holley 650 CFM HP carburetor, part number 80541-1, Holley 650 CFM, part number 0-82651 or 0-82651SA
2. The carburetor must retain its original factory dimensions and basic configuration.
3. Carburetor bodies, passages and components may not be enlarged, reduced, polished, thinned, machined or reshaped.
4. Billet carburetors and billet replacement components are prohibited.
5. Jet extensions are prohibited.
6. One carburetor spacer measuring no more than one inch in thickness is permitted.
7. Riverhead Raceway may remove, measure and disassemble the carburetor during inspection.

Oil Pan

1. Oil pans are limited to the following approved models:
    a. Canton Racing Products part number 11-102T
    b. Champ Pans part number CP106LTRB
2. No substitute manufacturer, design or part number is permitted.
3. Aluminum oil pans are prohibited.
4. Power pouches and unapproved oil-capacity modifications are prohibited.
5. The oil pan must carry an approved Riverhead Raceway seal before the engine is used in competition.
6. An accessible inspection plug is mandatory.
7. At the direction of a Riverhead Raceway technical official, the competitor must remove the inspection plug or completely remove the oil pan.
8. Removing, altering or damaging the oil-pan seal without prior authorization will make the engine ineligible.

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9. Failure to provide access to the oil pan when directed will result in immediate disqualification.

Engines From Other Racetracks

1. A competitor requesting approval for an engine built or sealed under another racetrack's rules must provide Riverhead Raceway with a printed copy of that track's current engine regulations before competing.
2. A seal issued by another racetrack or organization does not automatically make the engine eligible at Riverhead Raceway.
3. Riverhead Raceway officials will determine whether the engine or the other track's regulations provide a competitive advantage.
4. As a condition of approval, Riverhead Raceway may require additional weight, a reduction in allowable left-side weight percentage or another competition adjustment.
5. All approvals and adjustments will be made at the discretion of Riverhead Raceway officials.
6. Approval for one event does not guarantee approval for a future event.

Ignition System

1. Stock ignition systems only that are supplied with the 602 Crate.
2. Distributor must remain unaltered.
3. The distributor's mechanical advance may be locked in a fixed position using a bolt or pin. Mechanical advance may be welded in place.
4. Engine must retain stock firing order.
5. No traction control permitted.
6. An MSD #8727 CT or #8728 External RPM limiter with a maximum 6400-RPM chip is mandatory.
7. The violet wire must be cut back flush to the unit's housing.
8. The green and the white wires must run directly to the coil negative.

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9. The MSD #8727 CT or the #8728 must be mounted on the engine side of the firewall in plain view.
10. RCM Officials may require the replacement of the 6400-RPM chip with an RMC supplied chip at any time during an event.
11. RPM limiters must be fully functional and operational at all times.

FUEL CELL

1. Must meet NASCAR NWMT Specifications. It is highly recommended that the fuel cell bladder be no more than 6 years old.

IDENTIFICATION AND MARKINGS

1. All numbers are assigned by the raceway office.
2. One or two digit numbers only.
3. No letters permitted.
4. Officially issued numbers must be at least 18 inches high and neatly painted on both sides of the car, on the center of the door.
5. The number must also be painted on the front, rear, and roof of the car.
6. Car make must be painted on the roof directly over the front windshield.
7. The driver's name must be painted on the car roof over the door on the right side.
8. Silver or gold foil decals are not permitted.

INTERIOR/FIREWALL SHEET METAL

1. Interior and firewall MUST be magnetic steel per NWMT Rulebook.

REAR END

1. A standard weight/manufactured 10" quick–change.
2. Ultra-light or lightweight rear ends or components are not permitted.
3. Aluminum spools and magnesium bells allowed
4. Driveshaft must be magnetic steel.

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5. No straight rear ends allowed
6. Axles must weigh 7 lbs or more

TRANSMISSION

1. Only OEM production 3 or 4 speed transmissions are allowed. No top loaders. Gear ratio must be stock OEM production.
2. Only stock OEM factory housings allowed.
3. Only OEM type, steel angle cut forward gears are allowed. Square cut gears are not allowed.
4. TRANSMISSION MUST HAVE a minimum of TWO FORWARD AND ONE REVERSE GEAR
5. All other forward and reverse gears must be in working order and they must be operational from the inside of the driver compartment. All transmission gears must have a constant engagement of the input shaft with gear and countershaft with cluster gears.
6. Five speed transmissions with gears removed are not allowed.
7. Quick change transmissions are not allowed.
8. Automatic or semi-automatic transmission are not allowed.
9. Machining or lightening of any internal rotating or non-rotating part(s) including gears, shaft, etc. is not allowed. REMOVAL OF BROKEN CLUSTER GEAR TEETH ALLOWED BUT ONLY TO THE ROOT OF THE UNUSED broken GEAR(s), This allows the use of a damaged cluster to save the cost of an expensive replacement)

WATER PUMP/ALTERNATOR

1. Any serpentine, cog, or v-belt pulley system allowed.

WHEELS

1. Eight (8) inch or ten (10) inch rims permitted.
2. Steel wheels only.
3. The maximum allowable tread width, measured from the outermost part of the tire, both front and rear, shall be 84 inches.

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4. Length of wheelbase shall be 107" inches.

TIRES

1. Hoosier 10" tire ST1 left, F45* right
2. See tire Policy.

WINDSHIELD

1. Windshield must be NASCAR flat type and material per NWMT Rulebook.

WEIGHT

1. Cars must weigh a minimum of 2,645 lbs, with 7 ½ Clutch with the driver and race gear after the race. No fluids may be added.
2. Cars must weigh a minimum of 2,620 lbs, with 10 clutch with the driver and race gear after the race. No fluids may be added.
3. A time trial or impound race will require all cars to weigh 30 lbs. more than their presented weight for pre-tech. 2,675 lbs. is the minimum pre-tech weight for all time trial weights.
4. Maximum left-side weight is 56%.
5. Added weight must be solid steel or solid lead only, in pieces of no less than 5 lbs. All added weight must be painted white with the car number in black, and must be securely bolted to the frame rail only.
6. The base weight of the vehicle must be displayed on the right side of the hood in a contrasting color, with numbers at least 2" tall.

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