Seekonk Sportsman Division 2024

Official Rules 12.24

1.0 Mechanical rules

1.1 NOTICE: When used in the rules, the term “Stock” or “OEM” includes all after-market products and components that must conform to original equipment manufacturer specifications of engine and chassis being used.
There are no changes to components or specifications given unless outlined specifically in the rules. All interpretations of rules are by track officials, ask questions when you have doubt about any rule.
GM Crate Engine option: The use of GM Circle Track Engine P/N 88958602/19258602 permitted.
This is NOT mandatory. See Crate Engine rule for details.

1.2 ENGINE: Only V-8 standard stock production cast iron engine blocks permitted. Minimum & Maximum displacement: GM & FORD: 302 < 358; DODGE: 340 < 368. Original bore and stroke combination must be maintained. No internal painting or chemical coatings to engine parts permitted. Only normal engine balancing permitted.

1.3 CRANKSHAFT: Only stock or direct replacements in nodular Iron. Original stroke must be maintained +/- .015" Absolutely no lightening of any part of crankshaft permitted. Minimum weights GM; 50 lbs, Ford; 302 38 lbs, 351W 52 lbs, Mopar; 54 lbs. Engine damper must meet stock rule.

1.4 PISTON & RODS: Stock rods cast or forged steel. After-market permitted. No billet, stainless steel or aluminum permitted, rods must be stock configuration to sizes, locations, and appearance. Rod length must be stock for engine used. No lightening, beam polishing, or exterior machine work allowed, except bob weight removal for balancing. When balancing the rods, one of the eight must remain untouched. Any rod bolt permitted. Free floating steel wrist pins permitted. Cast or forged three (3) steel ring pistons only with all rings in place.

1.5 CYLINDER HEADS: Only stock cast iron production or listed manufactures approved. Multi angle valve grinding permitted providing all cuts are centered off centerline of valve guide. The bottom cut not to exceed ½" into valve pocket. Maximum valve size 2.02". The intake and exhaust ports must remain in their original "as cast" configuration. Any sanding, polishing, relieving, grinding, chemical treating, abrasive-blasting alterations to the original form or addition of material to the ports or combustion chambers will be declared illegal.
Optional cylinder head specifications required:
Approved MFG: Dart S/S, GM# 93438648, Engine Quest# CH350I. Valves 1.94"/1.50"
WP - S/R Torquer. Ford M6049-L302, Dart Iron eagle 180cc, WP Windsor Jr. Valves 1.95"/1.60"
GM Vortec casting numbers 10239906/12558062 must use 1.94"/1.50" Valves.
COMPRESSION RULE: All engines must have a maximum static compression ratio of 9.5:1 per cylinder. Engines will be tested with a "WHISTLER" device checking combustion chamber volume.

1.6 VALVE TRAIN: Screw in studs, guide plates, lifter valley baffles and rocker poly-locks allowed. After-market roller rockers permitted. No shaft mount, stud girdles or Rev-kits permitted. Any lift cam, No rollers. Cam buttons permitted. Stock diameter straight barrel, double valve springs, may be used. Magnetic steel retainers only. Only Stock diameter flat tappet, straight barrel lifters (Hydraulic or solid) permitted. Only steel timing chains, no gear or belt drive permitted. Vent tubes and oil screens permitted. Only steel or cast aluminum valve covers permitted. No Evac breather systems.

1.7 INTAKE MANIFOLD: Only stock two-barrel cast iron intakes permitted with no modifications. Option: Edlebrock Performer series intakes allowed. These intakes must remain as manufactured "Stock out of the box". Manifolds may not be altered, including bolt holes. No internal/external painting permitted. Only current designed intakes allowed (part number must be listed on outside). Approved part numbers are: Chevrolet

2101, 2116, Ford 2121, 2181, and Dodge 2176.

1.8 CARBURETION: Holley #4412 - #0-80583-1 or 4412BXK (Ultra XP) are the only carburetors eligible for use. You may change jets; remove the choke plate, change power valve, accelerator pump cam and accelerator pump discharge nozzles. Idle holes may be drilled in butterflies, air vents enlarged, and metering plates are open. No modifications to increase or change air flow permitted.
NOTE: Inspection procedure shall include venturi(s) and throttle bores for specific diameter and standard bore finish, butterflies and shaft for specific thickness and shape. Screw ends may be cut even with shafts, but screw heads must remain standard. Boosters for specific size and shape, height must remain standard. Inspection tool: No-Go gauges spec's set by Holley. An adapter plate or spacer plate may be used maximum of 1" in height, plate may not be wedge shaped on either side, both top and bottom surfaces must be parallel. Port hole(s) must be vertical (90 degrees) to the surface with no beveling, tapering, or flaring. Only one (1) gasket may be used of standard thickness.

1.9 IGNITION: Only stock systems permitted 8 lobe cams only. No timing adjustment knobs. No after-market capacitive-discharge, MSD or Multi Spark systems permitted. Module must look like stock. Any coil, cap, rotor, condenser, wires, and spark plugs may be used. No other components permitted than what's listed above. One (1) 12-volt battery permitted. No 16V alternators. Rev-limiters permitted and must be positioned to right side of driver, chip facing outside of car with clear view to officials out of driver's reach. No cluster type digital dashes allowed. NO acquisition/computer data allowed of any kind.

1.10 AIR CLEANER: Any type of filter, maximum height 3" permitted. Carb hats, ducts, baffles, or dividers will not be permitted on or leading to the air cleaner. The top and bottom of air cleaner must be completely steel or aluminum. No functional hood scoops. No cowl induction systems. **Hood must be tight to windshield.**

1.11 OILING SYSTEM & OIL PAN: No remote oil filters. No oil coolers. After-market steel oil pan is permitted must keep to stock appearance and have 1" inspection plug for tech, excludes crate engines.

1.12 MOTOR MOUNTS: Steel motor mounts may be used. Engine and mounts must remain in stock location. Minimum crankshaft height is 13" from center of crankshaft to ground, measured with driver. No engine plates.

1.13 PULLEYS: After-market belt pulleys are permitted. Belt Drive Accessories: Power steering pump, Alternator and Water pump may be aftermarket outside OEM spec's and must be driven from front of engine. Belt type open.

1.14 EXHAUST: Headers permitted that are commercially produced with a maximum tube size 1 5/8" OD. Cross-over, Step, Tri-Y, stainless steel, or custom-made headers not permitted. No merge or pyramid collectors. Maximum collector & pipe size 3". No inserts anywhere. Exhaust may not travel through the driver's compartment and must exit underneath car past driver no further then rear end**.** Equalizer tubes not permitted. Thermal wraps permitted. Two (2) mufflers must be used, ANY make or model that is 12" LONG minimum (measured at body). All cars must meet sound level reading under 96 dB at 50 feet. Strictly Enforced!

1.15 COOLING SYSTEM: Radiator must remain in stock standard position. Any radiator may be used. Electric fans permitted. All cars must be equipped with an overflow tank located at the right rear of car. Water is the only allowed coolant. Aluminum water pumps permitted. No Racemates – water pump/alternator.

1.16 ENGINE POSITION: Engines must be in stock location for chassis being used. GM chassis will use distance between centerline of bolts outlined, forward most fuel pump mounting bolt and the upper idler-arm to frame mounting bolt; measurement 8.75" +/- .25" so long as bolts are deemed to be in stock location. Center of crankshaft must be within 1" of chassis centerline. Minimum crankshaft height 13" from center of crankshaft to ground. No engine plates. Ford 302 engine minimum 14" crankshaft height and carry 30 lbs on front snout. See weight rule.

2.0 Drive Train

2.1 BELL HOUSING: 360-degree magnetic steel housing mandatory. No cast steel or open bottom housings. 2" hole required for inspection of flywheel and clutch.

2.2 CLUTCH: Stock replacement magnetic steel clutch permitted 10" minimum. Clutch cover and pressure plate must be completely STEEL. No trick or multi disc clutches permitted. Hydraulic clutch controls permitted. Complete clutch & disc minimum weight 17 lbs.

2.3 FLYWHEEL: Only a one-piece magnetic steel flywheel is permitted. Minimum weight 16 lbs.

2.4 *TRANSMISSION: Must be stock manufactured through Ford, GM or Dodge. Only 3 - speed transmissions may be used. All gears forward and reverse must be in working order. No internal modifications or lightening of parts permitted, must remain as originally produced by OEM. After-market shifters permitted, multi-Lever type shifter assemblies if used must not have any of the rods exposed to driver, sheet metal (22 gauge) must cover area. No automatics permitted.

2.5 REAR END: Rear end may be locked with aluminum or steel spools. No lockers or similar assemblies. Mandatory - Only standard or full floater Ford 9" steel rear ends permitted. Center section (carrier) must be steel with solid steel axles. Yokes, hubs, and drive plates and bearing supports must be steel.
Gear Rule: 5.43 < 6.00. Transmission must be run in final drive 1 to 1. Gear ratio cannot be increased through transmission.

2.6 DRIVESHAFT: Only steel drive-shafts permitted. It is mandatory to use two (2) circular 360-degree steel brackets, minimum of 2" x ¼" positioned near each u-joint. (Driveshaft must be painted white)

2.7 BRAKES: Only standard type steel calipers & rotors permitted. Drilling or lighting of rotors, drums, or calipers are not permitted. Two-piece rotors permitted minimum .810" thickness, steel hats only. Brakes must be in working order. Adjusting proportioning valves allowed from front to rear only. Rear wheel disc brakes permitted. No brake fans.

2.8 CLUTCH & BRAKE PEDALS: After-market brake and clutch pedal assemblies may be used. The pedal assemblies with reservoir and cylinder may be located inside firewall area. Firewall may not be extended.

3.0 Chassis Specifications

3.1 CHASSIS: Any American made production chassis with a minimum stock wheelbase of 108" inches, from 1970 to 1988. Chassis may not be altered from stock appearance unless noted in the rules. Chassis may only use the type of rear suspension it came with (coil or leaf spring). Ford & Chrysler engines may be used with GM metric chassis; cross-member may be only altered for engine clearance. Reconstruction of chassis permitted from steering box forward and center of rear wheels back. Construction must resemble stock placement. Minimum 2" X 3" steel box tubing .083" thickness may be used. No other modifications, alterations, or fabrications allowed that change stock specifications. X-bracing permitted of chassis. No bars may travel under rear end housing. The wheelbase must be minimum of 107.5" and no more than 108.5", measured from lower ball joint to center of rear axle.
Option for Metric chassis: The use of a fabricated front snout Mandrel or Mitered from Johnson chassis part # JCI 09-011 or Hamm Welding part # GHC-54108 are permitted as manufactured. Both snouts must fit to inspection tool checking LCA and steering points. These snouts can replace existing OEM utilizing stock frames. The bare Johnson chassis part# JCI-09-1B with mandrel bend rear frame is permitted. Mandrel bend Johnson rear frame part # JCI-09-03-001 may be used separately on stock metric chassis. The connections to stock side rails must use 2” X 4” or 3" x 4" box tubing. Stock metric side rails may be replaced with Hamm welding fabricated “C” channel rails part # GHC-664235. Side rails must be of equal length and kept to the same as stock placement. **Both the front & rear clips from Johnson & Hamm must be installed using the Johnson chassis X.Y.G metric tubular sub-frame installation guide and centered to frame rails.** Contact info: Johnson chassis 704-784-5353. Hamm’s welding 412-267-9100.

3.2 SUB-FRAME: Uni-body chassis (Camaro) may use sub-frame connectors that are bolted or welded in and travel straight back from snout to rear leaf spring brackets (rear sub-frame). Bracing may be used supporting connectors. No part of roll cage can be welded to sub frame connectors.

3.3 FLOORBOARDS: Steel minimum .031". Floors must retain stock position with right side no higher than 3"

from original location. Floor must extend full length of driver's compartment from front to back firewalls. Interior sheet metal may not cover the inside of right-side door bars. All door bars on R/S must be exposed to the inside of the car.

3.4 FIREWALLS: Front may remain stock or maybe reconstructed to original location keeping to a full-length wall. All holes in the firewall must be covered. Rear firewall may extend forward but not past main hoop bar behind driver. Firewalls must be magnetic steel, minimum of 22-gauge (.031") interior must be sealed from engine & fuel cell compartments. Crush panels may be made of aluminum, no more than 6" from the body.

3.5 RIDE HEIGHT RULE: No lower than 4" for frame, body, and ballast. (With driver)

3.6 BATTERY: Must be relocated behind driver in driver's compartment and enclosed in marine case or similar enclosure or behind driver in front of rear wheels under sheet metal forming firewall, no enclosure is needed here. Only one (1) 12-volt battery permitted. A master battery cut off switch must be located to the right of driver near center of dash panel above tunnel and be within driver's reach. The switch must be clearly marked ON/OFF.

4.0 Roll Cage

4.1 ROLL CAGE: Roll cages must have a four-point symmetrical structure that fully extends from left to right equally (No offset cages). All major roll bars, including front hoop section and down bars off main hoop bar to rear section of chassis, must use seamless mild or DOM magnetic round steel tubing, minimum 1¾" OD. Main roll cage must be .090" wall thickness. The main hoop bar (behind driver) must be welded perpendicular to the top of the chassis or floor (1/8" plates). The roof halo must follow the contour of the windshield as it bends across the front and maintain a close distance to the roof & doors. One piece of tubing running diagonally or perpendicular between halo and centered is required. A center windshield bar is highly recommended. Vertical vent window bars must be used in the door area. Right side door must have min - (3) door bars. The left side (driver's) must have (4) horizontal equally spaced with six (6) vertical bars connecting each horizontal bar. **The placement of drivers' side intrusion plates is mandatory. Solid steel plates of 0.125" (1/8") must be either inside, outside or between horizontal door bars. Door plates must be bolted or welded in place**. All roll cage bars must be padded, anywhere within driver's reach. See diagram.

4.2 PROTECTION BARS: To protect the driver a vertical bar in line with driver's shoulder, must be placed inside driver's side window area. A second bar, or bars, must be added near driver's feet: 1¾" inch tubing.

4.3 SEAT & SAFETY BELTS: Seekonk recommends that all seats be full containment type constructed of aluminum. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam. No holes permitted in seats for weight reduction. Seat must be located inside chassis main rails no further back than trailing edge of door and securely fastened per manufacture guidelines. Seat belts should use a minimum 5-mount harness, securely fastened to roll cage or chassis per manufacture guidelines. Belts must be no less than 3" wide, unless a HANS device is used, then 2" wide shoulder belt may be used. A quick release mechanism must be fastened to the lap belt. Y-Type shoulder prohibited. When the harness crosses the roll cage, it should pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side and connect individually. Belts with manufacturers date must not exceed 4 years, all other belts will have a 2-year expiration date tag. Belts with no date will not be eligible for use. It is recommended to use head and neck restraint devices.

4.4 STEERING: One piece steering shafts not permitted. It is mandatory to use two (2) u-joints on the steering shaft unless a collapsible shaft is used. Connection at steering box must be changed to a solid u-joint, (no rubber). A quick release coupling on steering wheel is mandatory. The center of steering wheel must be padded with 2" fire resilient material.

4.5 WINDOW NET: Mandatory, ribbon or mesh type only. SFI rated. Must be hinged from bottom with quick release buckle or lever type latch.

5.0 Suspension

5.1 JACKING BOLTS: Permitted at all four wheels above spring only.

5.2 LEAF SPRINGS: Steel only. Springs must remain in stock mounting position. Bushings may be after-market. Lowering blocks permitted. Shackles may be adjustable above spring. Slider mounts permitted.

5.3 COIL SPRING SUSPENSION: Jacking bolts or spacers permitted. Rear coil spring buckets may be fabricated and must be installed with coil springs centered directly above axle tubes. Crossmember between springs may be altered or replaced. All coil springs must be 5" minimum diameter. Only conventional steel coil springs permitted maintaining consistent spacing and width between and across coils. Only one (1) spring rubber insert not to exceed full coil allowed per spring. Any wrapping or binding of the coils will not be permitted. All upward and downward chassis movement must be limited by the spring's rate or the bottoming of the chassis against the racetrack. Any compression or rebound limiting device or procedure is not permitted. Track Officials will check for travel limiting devices as follows: The front wheels will be positioned 1½" above the ground level and each car's valence (air dam) or front crossmember must travel downward beyond the 1½" touching the ground when three (3) crewmembers push down on it. 3-link rear suspensions permitted allowing a change to upper and lower trailing arms & location. Mounting locations may have adjustments. All links may be steel or aluminum that are straight using steel rod ends with no attachments. Lower arms pivot points may not pass by back of roll cage or center of axle tubes, brackets on rear end may not be lower than 4" measured from bottom of axle tube to end of bracket. Upper link mounts may not travel past rear roll cage hoop or back of rear end housing. If the lower arm is located behind the driver, 1/8" steel plate must be positioned in front of pivot point with an angle to divert travel downward if connection is broken. Panhard bar permitted using two (2) connections behind rear end only.

5.4 *SHOCKS: ONLY the AFCO 14 Series will be permitted using the part numbers listed. Front and rear shocks cannot be interchanged.
Front: 1475 and 1474-6. Rear: 1494, 1495 and 1493-5
All shocks must be positioned neutral so when at the scales the shock is sitting with the shaft within 1" of the center of the shaft. Fixed bearing shocks can be relocated. Only one (1) shock per wheel. No bump stops, nothing may be positioned on the shock shaft except travel indicator. No shock covers allowed. Shocks must be able to fully extend and collapse all the way down making contact between the body and lower jam nut at rod end. Shock shaft must be straight to body and not altered in anyway. No changing or altering any shocks in any way from their original specifications. Shocks that bind up during travel will be considered illegal. All shock part numbers must be visible & readable.

5.5 SPINDLES & STEERING COMPONETS: Approved listed - Stock or Aftermarket CAST IRON ONLY spindles must adapt stock rotors and calipers. 3-piece GM metric spindles (No light weight). Calipers must be mounted behind ball joints. Stock type adjustable idler arms or location maybe adjustable. Inner & outer tapered tie rods must be stock (no heims). Adjusting sleeves maybe be changed to steel or aluminum. Center links may be stock or aftermarket. Inner pivot locations for tie rods must be stock +/- ½" (Metric 13"/Camaro 15") Center links must be of one-piece design, slug inserts permitted. Aftermarkets that are approved listed.
Allstar Performance P/N: ALL56330 or ALL56331 / Keyser P/N: 100-19902 or 100-19900
Howe P/N: 23399 or 23396. Center link brace bar permitted.

5.6 FRONT SUSPENSIONS: Lower control arms (LCA) must be stock. Metric chassis may use Johnson LCA's # JCI 09-02-01 or Hamm welding # GHC-1425727. LCA mounting locations must remain stock with 3/8" tolerance on mounting holes. Aftermarket bushings permitted. Sway bar must be in one-piece form, Maximum size bar 1¼". Stabilizer links and front mounts on sway bar may be adjustable. Aftermarket steel tubular upper control arms (UCA) with steel cross shaft permitted lengths may be different. No adjustable frames. Ball joints maybe changed with similar types but must have tapered shaft, no bolts. UCA mounts may be changed and relocated; mounts must be like stock no adjustable slide mounts. Aluminum shims permitted for adjustment.

6.0 Gasoline and Fuel Cell

6.1 FUEL: Only automotive gasoline may be used. Gas shall not be blended with alcohol, ethers, or other oxygenates and shall not be blended with aniline or its derivatives, or nitrogen containing compounds. All fuel will be randomly tested. Defined automotive gasoline by speedway.
The only approved fuels are unleaded automotive pump 87, 89 or 93 octane fuels sold from a retail outlet

containing a minimum of 7% to a maximum of 10% ethanol. Fuel must remain as sold from retail outlets. If race fuel is used only track supplied fuel may be used. No mixing of Automotive and Race fuel
Approved Fuel: TBA will be supplied at Track

6.2 FUEL CELL: The use of a fuel cell is mandatory, 22 gallons maximum. The fuel cell must be mounted to the center of the chassis and be no lower than 10" from bottom of fuel cell to ground. Fuel cell must be encased in steel container of no less than 22-gauge steel. A minimum of three (3) steel braces must be used under fuel cell going from front to back of cell and two (2) braces on top for support. A crash bar must be mounted at rear of vehicle to protect fuel cell 1¾" tubing. Crash bar must utilize four vertical braces. No bars above or below rear bumper.

6.3 FUEL LINE: From carburetor to fuel cell must travel in a safe manner under car. Only a steel fuel filter may be used. No electric fuel pumps. Mandatory: Fuel line safety valve OBERG SV-0828 or SRI Performance FPF-FSV must be used, installed as fuel exits the cell also check valve on vent.

7.0 Body Specifications

7.1 BODY: 1970 to 1988. Bodies may be steel or aluminum and MATCH the same manufacture as engine unless crate engine is used. **Front and rear bumper covers must match the year and model of body**; Dominator rear covers not permitted. All bodies must keep their stock dimensions, angles and curves that are recognized as the factory production make, model and year. “A” post must be metal or fiberglass. “B” post may not have any air flow devices attached to them, No roof/body vanes, No side windows. *Minimum roof height 48" all bodies, measured at center. Rocker panel skirts permitted must meet ride height. Tires may not extend outside body panels. Body material must be rolled under around tires to avoid sharp edges. All cars must have a full dashboard in front of driver. After-market fiberglass hoods and roofs permitted. The rear window must be braced to prevent collapsing. Air cleaner must remain under hood but must not push hood up that changes its stock slope, no holes, air boxes or cowl inductions; hood must fit tight to windshield. A rear bumper under rider permitted that is recessed 4" inward from outer face of bumper and no lower than 4" from bottom of cover. Bars must be straight down with no angle and extend only as wide as inner tread width. *NO LIGHTS may be placed outside the car or underneath the body.
Body option rule: Haltin Customs offers the only composite/Plastic body panels authorized by Seekonk Speedway for the newer style Camaro & Mustang and Dodge Challenger, NO mixing or matching other body panels with this manufacture is allowed. All bodies must carry Haltin tag/stamp to be authorized. Haltin customs bodies may be used on any chassis. Ford & Dodge engine cars MUST match body type. Halitn Customs phone# 401-592-0123 or www.haltincustoms.com

NASCAR / Seekonk contingency sponsor decals are required on each car per the guidelines of the decal kit provided by NASCAR. The full package must be placed were shown in the kit. If there is a failure to comply with the decal package NASCAR and Seekonk can reduce point fund awards. These sponsors contribute to the point fund that is given out to the top ten in points. Feature win prize money can also be reduced if the decal kit is not displayed on cars. Contact the track for decal kits at the start of the season or if needed during the race season. Thank you for your participation.

7.2 SPOILERS: Rear mounted spoiler on trunk deck may be used. Maximum blade height 5". Width must not travel past edges of body. Base may not be extended from trunk. The ends of spoiler may not be boxed in and no forward mounting brackets. Top 3" must be clear Lexan only, aluminum base permitted 2". Maximum height all spoilers from ground 40.5" inches.

7.3 RUB RAILS: If used, must be carbonate type manufactured by Five-Star bodies or similar no solid types; must be mounted directly to body. Only one (1) per side. Jack post must not protrude from body.

7.4 FRONT & REAR BUMPERS: Aftermarket fully enclosed nose or tail covers may be used. Front and rear covers must be the same year and model of the body. **Bumper heights must be 16" to center front and rear**. Stock OEM bumpers, if exposed and cut, must be capped, and connected to body. No sharp edges. No bumper over riders on front or rear unless between bumper and body and out of normal site.

7.5 WINDSHIELD: All glass must be removed. The windshield must be replaced with clear Lexan, 1/8th inch

minimum. A minimum of two (2) straps, 1" by 1/8", must be installed inside to center of windshield for support. Rear quarter and side vent windows permitted (vent windows must not pass by top of windshield) rear windows may be used. All Lexan must be clear, no tined types or shading permitted. No stickers blocking the driver's view permitted. **Driver's last name must be placed across top of windshield.**

7.6 CAR NUMBERS: All cars must have numbers on sides and roof. Roof numbers must face the passenger side of car. All numbers minimum of 18" in height, and 3" in width. Numbers 3" in height must be placed on the right side to top corner of windshield and rear corner of car. Only track issued numbers may be used.

8.0 Tires and Rims

8.1 WHEEL STUDS: Minimum diameter is ½". Studs must extend even with, or beyond lug nuts. Oversized magnetic steel lug nuts are mandatory on all four wheels.

8.2 WHEEL SPACERS: Permitted. Only one (1) per wheel maximum ½". Must match left to right.

8.3 WHEELS: Any Steel 15" x 7" wheel. Minimum weight 20 lbs. Offset must be the same from left to right. Maximum tread width 69.5" from rim lip at spindle height. Pressure relief valves not permitted.

8.4 TIRES: A mandatory tire rule will be announced prior to track opening date. No tire softeners or treatments allowed. Strictly enforced! Tires will be subject to durometer or sniffer testing.

9.0 Weight Rule

9.1 WEIGHT: Weight will be determined at track scale by right side weight only. The driver must be sitting in the driver's seat "race ready". Minimum right-side weight 1,400 lbs. No fluids or solid weight may be added after race. Any dislodged weight cannot be added after race. Only lead permitted as ballast no tungsten or other exotic metals. Ballast must be securely mounted in two places directly to the frame or plated to the floor, using at least two 7/16" diameter bolts no more than 8" apart or more bolts must be added. Weight must be in solid block form no less then 5lbs. Weight cannot be more than 3" away from main frame rails to outside of car. Uni-body cars will be measured from stock frame in front of rear wheels. No weight allowed in rocker panels. Any Ballast behind rear wheels if lower than frame must be mounted off 2" x 3" steel box tubing supported off frame. No ballast can be positioned past fuel cell or inside driver's compartment. No weight shifting devices.
NOTE: All added weight to car must be painted white with car number marked in red.
Ford 302 engine must carry 15 lbs per side on front snout, positioned on outside of chassis just after spring pocket.

Heights: All heights will be measured with driver. Minimum: 4" frame height, 13" crankshaft height (Ford 302 14"), 10" Fuel cell height, Roof height 48".
Maximum Rear spoiler 40.5".

Mirror: One mirror may be used maximum size 4". Mirror if used must be on the left side of driver close to door ledge and may not extend outside body.

Scoring transponders are required on all cars: Make - AMB transponders. Transponder must be mounted 12" back from the center of axle tube to center of transponder on left side frame. There must be no obstruction below the transponder to the ground.

Mandatory scanner rule is in effect per general rules. Freq - 464.500 No 2-way radios.

Crate engine option

The GM crate engine (P/N 88958602/19258602) No parts can be altered or replaced with any other manufacturer, or another GM part number, that does not belong to the engines parts list. Valve covers may not be replaced. All crate engines MUST have seals that identify engines belonging to the RPM Seal Alliance.

The RPM Seal Alliance Program is an engine builder collaboration that has adopted the rules of the RPM Seal Alliance program to ensure the integrity of a sealed motor program. All crate engines racing at Seekonk

Speedway must be part of the RPM Seal Alliance program. *ACT SEALS DO NOT INDENTIFY AS RPM ALLIANCE SEALS*

Current Engine Builders:

* RPM Engines LLC - VT - 802-524-7406
* Nat's Racing Engines - MA - 508-336-4142
* Larry's Auto Machine - MA - 860-449-9112
* Mac Pro Shop - QC - 418-389-4572
* Redline Performance - ME - 207-213-6441
* R.A.D. Automachine Inc - MA - 413-583-2630
* LCM Racing Engines - MA - 978-265-2630
* Nova Motorsports - MI - 248-767-9560
* Thayer's Automotive - ME - 207-848-5291

The RPM Seal program maintains an ongoing registration spreadsheet that holds engine information including seal numbers, etc. This information is shared to tech officials/tracks.
Although the engine builders above are listed as collaborating partners in the program, it is their discretion on the engines they register. If an engine is not listed on the spreadsheet - it is NOT enrolled in the program and not legal within the RPM Seal Alliance Program. If you question a motor's eligibility, you may call RPM to verify registration.

The seals from the RPM Alliance may not be removed or tampered with in any way. We are committed to this program and the future of its success. If the speedway discovers that any competitor tampers with their crate engine, the speedway will impose strict penalties as outlined in section 12.0 of the General rules. We thank you for your participation and we hope you enjoy your racing this year.

CRATE ENGINE CARBURETOR & SPACER: Holley #805401 or 2. Part numbers must match! You may change jets, change the power valve, and accelerator pump cam ONLY. No modifications to increase or change airflow permitted. Only (1) one ½" aluminum open hole spacer may be used with standard gaskets. No "airflow" control devices may be used in air cleaner. NOTE: Inspection procedure shall include venturi(s) and throttle bores for specific diameter and standard bore finish. Butterflies and throttle shaft for specific thickness and shape. Boosters for specific size and shape, height must remain standard. Inspection tool: No/go gauges specs set by Holley.

Holley #4412 - #0-80583-1 or 4412BXK (Ultra XP): See open motor rule: 1.8 CARBURETION. Approved carburetor spacer is Canton Part # 85-060 or 85-060S. Only one (1) spacer permitted, must remain unaltered with standard gaskets.

Competitors must use a SNELL SA2010 or higher FULL-FACE helmet. Only "SA" Special application helmets permitted, NOT "M" (motorcycle). All drivers must wear S.F.I. approved fire-resistant SUITS, SHOES and GLOVES. Suits must be in good condition and free of holes, rips, grease, oil, etc. If your suit or shoes are deemed unsafe, you will not be allowed to compete. It's recommended that crew members entering the pit area wear full shoes, long pants and shirts always covering shoulders and entire torso in pit area. The car owner and driver are solely responsible for the installation of seat belts and seats in accordance with the manufacturer's specifications. It is STRONGLY recommended that drivers use some form of head and neck restraint device.

*** Indicates changes from 2023 rules.**

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events all participants are deemed to have obtained, read, and understood a copy of the current rules, and complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the

conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.