SEEKONK 2026 SPORT TRUCK DIVISION RULES

SECTION – GENERAL SPECIFICATIONS

- When used in the rules, the term “stock” or OEM includes aftermarket products and components that must conform to original equipment manufacturer specifications.

-There are NO alterations or changes to components or specifications unless specifically provided for in the rules.

1.0 PICKUP (COMPACT) TRUCKS

- Pickup (compact) trucks manufactured from 1982 to 2002 only.
- Maximum wheelbase 108".
- 4WD, extended cabs, and long beds are not permitted.
- Eligible chassis: Ford Ranger, Chevy S10, GMC Sonoma, Nissan Hardbody, Toyota Tacoma.
- GM Metric chassis permitted – see chassis rule.

2.0 ROLL CAGE

- Roll cage must have a four-point symmetrical structure fully extending from left to right and connecting to chassis side rails.
- Roll cage tubing must be minimum 1¾" O.D. DOM or Chromoly .090" wall thickness.
- Side rails must be 2" x 3" steel box tubing of equal length with .120" wall thickness, forming an outside frame rail front to rear.
- Kick-out connectors supporting the stock chassis must be equal length on each side and minimum .083" wall thickness.
- No holes are permitted in side frame rails, connectors, or any part of the original truck frame within roll cage area.
- Roll cages may not be offset from frame; halo width cannot be offset.
- Halo must follow roof outline and have a minimum of one full cross bar.

- Right side door area must have minimum three (3) full-length door bars (maybe .065" wall).
- Driver's side must have minimum four (4) horizontal door bars with at least two (2) vertical bars between each horizontal bar, minimum six (6) total.
- Top horizontal door bar on each side must have minimum height 22½" from bottom of chassis to top of bar.
- Driver's side intrusion plates are mandatory, using 0.125" (1/8") solid steel, either inside, outside or between horizontal door bars, bolted or welded.
- Vertical vent window bars must be welded from top of door bars to side of front roll bar legs.
- Roll bars may extend to front of chassis.
- Roll bars must connect from top of rear hoop down to chassis using minimum 1¾" tubing.
- No other bars may show above top of bed.

3.0 DRIVERS SEAT

- Seat must be bolted to a sub-frame attached to the roll cage.
- Full-containment aluminum racing seats are recommended with head surround, shoulder and torso support, energy impact foam, and removable head foam.
- Seat must be securely fastened per manufacturer guidelines.
- Seat must be located inside the main frame rail fabricated for roll cage.
- Seat height must be no lower than 4" from the bottom of the stock chassis.
- Stock frames may be notched only to lower driver's seat.
- All roll bars within driver's reach must be padded.

4.0 SEAT BELTS & DRIVER SAFETY GEAR

- A five (5) point harness securely fastened to roll cage or chassis is recommended; six (6) point harness highly recommended.
- Belts must be minimum 3" wide. When a HANS device is used, 2" shoulder belts may be used if required.
- A quick release mechanism must be fastened to the lap belt.
- Y-type shoulder harness is prohibited.
- Where the harness crosses the roll cage, it must pass through a steel guide welded to the cage to prevent sliding.

- Manufacturer's date must not exceed three (3) years; belts with expiration tags are valid for two (2) years.
- Belts with no date or obvious wear are not eligible for use.
- Head and neck restraints are highly recommended.
- Drivers must use a SNELL SA2015 or higher full-face helmet (SA only, no M-rated helmets).
- Drivers must wear SFI-approved fire-resistant suits, shoes, and gloves in good condition.
- Unsafe suits or shoes may result in the driver not being allowed to compete.
- Car owner and driver are responsible for proper installation of seats and belts by manufacturer specifications.

5.0 BATTERY & QUICK-DISCONNECT SWITCH

- Battery relocation must be behind driver and inside chassis rails.
- No positive battery cables may be located on the outside of roll cage.
- Master switch must be located near center of dash, accessible to driver and safety crew.
- Switch must be clearly marked ON/OFF.
- Switch must completely disconnect the battery from the system.

6.0 CRATE ENGINE OPTION (GM 602)

- Eligible GM crate engines: P/N 88958602 and 19258602.
- No parts may be altered or replaced with non-matching GM part numbers or other manufacturers' parts.
- Valve covers may not be replaced.
- All crate engines must have seals, identifying them as part of the RPM Seal Alliance.
- ACT seals or some others do NOT identify as RPM Alliance seals.
- The RPM Seal program maintains a registration spreadsheet with engine and seal information shared with tech officials.
- If there is a question about motor eligibility, competitors may contact RPM to verify.
- RPM seals may not be removed or tampered with.

RPM SEAL ALLIANCE 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. Auto Machine 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

SECTION - MECHANICAL RULES & ENGINES

- All rules listed for V8 engine rules will apply to the crate engine unless otherwise noted.

7.0 ENGINES – GENERAL

- Only three production cast iron engines are eligible: Chevy 305, Ford 302, Dodge 318.
- Engines must retain stock factory bore and stroke.
- No custom strokes permitted.
- Maximum overbore .040".
- Engines may use only stock OEM parts as replacements that match engine used.
- No special production parts permitted.
- No ceramic or paint coating allowed on any internal parts.

7.1 CRANKSHAFT

- Only stock crankshafts permitted.
- No lightning allowed.
- Stroke must be maintained within +/- .015".
- Only stock engine balancers permitted must match size & weight.

7.2 CONNECTING RODS

- Only stock unaltered cast or forged steel connecting rods permitted.
- Journal size and rod length must match stock specifications.
- Rod lengths: Ford 5.09", Chevy 5.7", Dodge 6.123".
- No machine work on rods permitted.

7.3 PISTONS & COMPRESSION

- Only stock cast or hypereutectic dish or flat-top pistons permitted.
- Aftermarket pistons may be used if identical to stock in weight and appearance.
- No custom or lightweight pistons permitted.

- Wrist pins must be pressed-in type.
- Any stock-type piston ring permitted.
- Maximum compression 9.5:1 as checked with Whistler (9.7 considered illegal).

7.4 CYLINDER HEADS

- Only cast-iron stock production cylinder heads permitted.
- GM must use 305 castings; Ford must use 302 castings; Dodge must use 318 castings.
- The following are NOT eligible: bow tie, angle plug, canted valve, marine, Chevy Vortec, Boss 302, Dodge Magnum, or any special high-performance heads.
- No porting, polishing, or grinding permitted; heads must remain in as-cast condition.
- Maximum static compression 9.5:1 as checked with Whistler.
- Maximum stock valve sizes: GM 1.86"/1.50"; Ford 1.78"/1.46"; Dodge 1.78"/1.50".
- Approved aftermarket heads may be used with no changes from stock form:
- DART SS, Engine Quest CH350I, WP SR Torquer, Speedway motors IMCA DART 91624360 and IMCA EQ 9154622 with valve size 1.94”/1.50”
- Ford – DART Iron Eagle 180cc, WP Windsor Jr Valve size 1.95”/1.60”.
- Only steel valves permitted, no lightweight valves.
- Three-angle valve cuts permitted; bowl shape must remain stock.
- Only stock diameter single valve springs permitted; retainers and keepers must be steel.
- Rocker studs may be replaced with screw-in studs.
- All heads must have visible, unaltered casting numbers; unreadable or altered heads not allowed.
- Valve covers may be steel or cast aluminum only; no evac breather systems.

7.5 VALVE TRAIN

- Aftermarket hydraulic camshaft permitted.
- Only hydraulic lifters are permitted.
- Camshaft lift may not exceed gross valve lift divided by stock rocker arm ratio.
- Maximum valve lift: Chevy & Dodge .450", Ford .480".
- Stud girdles, offset rocker arms, roller rockers, or roller pivot rockers are not permitted.
- Any steel timing chain permitted.
- Rocker arms and pushrods must remain stock OEM for engine make.
- Rocker ratios: Chevy & Dodge 1.5; Ford 1.6.

7.6 INTAKE MANIFOLD

- Only Edelbrock Performer series intakes permitted.
- Approved part numbers: Chevy 2104 or 2101; Ford 2121; Dodge 2176.
- Manifolds must remain as manufactured with no modifications.

7.7 CARBURETOR

- Crate engines must use Holley #7448 or #80787.
- All other engines may use Holley #4412, #80583, or 441BKX.
- Induction hats, baffles, ducts, or dividers are not permitted on or leading to the air cleaner.
- Top of air cleaner must be steel or aluminum.
- No cowl air induction permitted except for approved Haltin Customs complete fiberglass body package.
- No modifications to increase or change airflow permitted.
- Carburetors are subject to no-go gauge inspection.
- Only one spacer permitted, maximum 1" height, with standard gaskets.
- Internal walls of spacer must be parallel with no bevel, taper, flaring, or angled holes.
- Approved Haltin Customs composite body option may use cowl induction as supplied with package; no alterations allowed.

8.0 FUEL SYSTEM

- Fuel shutoff is mandatory.
- Mechanical pumps must use fuel line safety valve OBERG SV-0828 or SRI performance FPF-FSV installed at top of fuel cell.
- Electric fuel pumps permitted but must be wired to shut down via battery disconnect switch and oil pressure switch.

9.0 IGNITION SYSTEM

- Stock OEM ignition systems permitted.
- Aftermarket GM HEI distributor permitted using HEI cap, rotor, and GM-stamped module.
- Mechanical or vacuum advance allowed no dial adjustments.
- ***Crate engine must use GM P/N 93440806 distributor supplied with engine, with no modifications or direct replacement of this part. No Billet housings must be cast.**
- Spark plugs and wires are open.

9.1 REV CONTROL (MANDATORY)

- All V8 engines must use MSD P/N 8728 Soft Touch Rev Control.
- RPM chip 5300 is mandatory.
- Wiring: Violet wire not used; Green/White to negative coil; Red to positive coil; Black to chassis ground.
- On HEI systems connect as specified to Brown/Pink wires.
- MSD module must be mounted on top of dash, far right side, out of driver's reach.
- Wiring must be routed above dash in plain view: clear loom only.
- RPM limiters must always be operational.
- MSD mounting plate with locking chip bracket must be purchased from Haltin Customs.
- No cluster-type digital dashes or data acquisition/computer systems permitted.

10.0 OIL PAN

- Aftermarket steel oil pans permitted.
- Wet sump oil systems only.

11.0 BELT PULLEYS

- Aftermarket steel or aluminum belt pulleys permitted.
- Belt type is open.

12.0 WATER PUMP & ACCESSORIES

- Aluminum water pumps are permitted.
- Racemate-type water pump/alternator combos are not permitted.
- Aftermarket alternators and power steering pumps permitted must be mounted in front of engine.

13.0 EXHAUST

- Headers permitted with steel primary tubes 1 5/8" O.D. and collector maximum 3".
- Stainless, Tri-Y, step, reversion, anti-reversion, venturi multi, or 180-degree headers not permitted.
- No internal devices in exhaust to enhance performance.
- Heat coatings, equalizer tubes, and 2-into-1 connectors permitted.
- Exhaust must extend past driver, no further than rear end, under body, and dump toward ground.
- Mufflers are mandatory; no inserts allowed.

- Sound level must not exceed 96 dB at 50 ft.

14.0 ENGINE POSITION

- Forward-most spark plug hole must be even with or ahead of imaginary center line between upper ball joints.
- Minimum crankshaft height is 13" from ground.

SECTION – DRIVE TRAIN

15.0 All components must always comply with rules.

15.1 REAR END

- Only solid steel axles permitted; no crown-spline axles.
- Any stock or aftermarket steel rear end housing with OEM appearance permitted.
- Ford 9” Floater rear ends permitted. Steel tubes. No quick-change rear ends.
- Only steel hubs and drive plates permitted.
- Cambered rear ends are not permitted.
- Aluminum spools permitted.
- No limited-slip or ratcheting differentials allowed.
- 1.8 Only cast-iron carriers permitted.

15.2 GEAR RULE

- All trucks must run a final drive 1:1 in transmission.
- Rear-end gear ratio must be 4.56 only; no other ratios permitted.

15.3 TRANSMISSION

- Automatic transmissions are not permitted.
- Only stock 3- or 4-speed transmissions permitted; no 5-speeds.
- All gears must be in working order.
- No internal modifications; only stock bearings and gear ratios.
- Hydraulic clutch controls permitted.
- Any style shifter allowed.
- Full steel bell housings mandatory; cast steel not permitted.
- Steel driveshaft with steel yokes required.
- Two (2) 360-degree driveshaft hoops, minimum 2" x 1/4" steel, are required.

15.4 FLYWHEEL & CLUTCH

- Only stock or direct replacement clutches are permitted.
- All clutch components must be magnetic steel.
- Minimum clutch size 10.4".
- No modifications to clutch components permitted.
- ***Minimum weight: flywheel 15 lbs. Pressure plate/cover & clutch disc 19 lbs. (includes bolts)**
- Clutch disc must be steel.

15.5 CLUTCH & BRAKE PEDALS

- Aftermarket clutch and brake pedals permitted.
- Brake proportioning valve that adjusts front-to-rear pressures permitted.
- No individual brake adjusters per wheel permitted.

SECTION – SUSPENSION & CHASSIS

16.0 All suspension and chassis components must conform to rules and be maintained in safe condition.

16.1 SUSPENSION – GENERAL

- Suspension must match make of chassis.
- Jacking bolts are permitted.
- One (1) shock per wheel; shocks may be relocated front and rear.
- No coil-over shocks or coil-over eliminators permitted.
- Only leaf spring rear suspension permitted with stock chassis; spring mounts may be relocated and altered but no other springs may be used in combination.
- Panhard bar permitted and must be positioned with only two connections behind rear end.
- Stock front suspension may be replaced with 1974–1989 Mustang II front suspension; crossmember between stock chassis rails may be no lower than 3".
- Three-piece sway bar with adjustable front mounts permitted.
- Only OEM steering boxes or OEM rack-and-pinion systems permitted, no aftermarket racks.
- OEM steering racks must connect directly to spindle, no slide bars.
- Steel heim joints permitted connecting to spindles.
- Any stock center link permitted; steering and idler arms may be changed.

16.2 SUSPENSION COMPONENTS & COIL SPRING RULE

- Upper control arm (UCA) mounts may be relocated.
- UCAs may be replaced with steel replacements using aluminum cross shafts; no adjustable arms or heim joints.
- Lower control arms (LCA) must be stamped steel and fit to chassis using stock mounting locations.
- Original LCA mounting holes may be lengthened within stock brackets.
- Steel aftermarket LCAs permitted: no heims or adjustable LCAs.
- Spindles may be OEM or aftermarket cast iron; 3-piece GM metric spindles permitted (no lightweight versions).
- Calipers must mount behind ball joints.
- Spindle savers permitted.
- Coil springs must be conventional steel design with consistent spacing and diameter across coils.
- Only one (1) spring rubber insert per spring permitted; it must not exceed one full coil.
- Wrapping or binding of coils is not permitted.
- All chassis movements must be limited only by spring rate or chassis contact with racetrack.
- Any compression or rebound limiting device or procedure is not permitted.
- Track Officials will perform push-down tests to check for travel limiting devices.
- Front wheels will be positioned 1½" above ground; valance or crossmember must travel to ground contact with three crew members pushing, driver in truck.
- Tread width: wheel spacers permitted one per wheel, matching width side-to-side.
- Maximum tread width 68", measured at outside lip of wheels at spindle height with 1/4" tolerance.

16.3 SHOCKS

- Only AFCO 14 Series shocks permitted.
- Approved front part numbers: 1475 and 1474-6.
- Approved rear part numbers: 1494, 1495, and 1493-5.
- Front and rear shocks may not be interchanged.
- Shocks must be positioned so that at scale they sit with the shaft within 1" of the center of travel.
- One (1) shock per wheel; shocks may be relocated.
- No bump stops or other devices may be placed on shock shafts except travel indicators.

- No shock covers permitted.
- Shocks must fully extend and collapse; shocks that bind during travel are illegal.
- No alterations to shocks from original specifications permitted.
- All shock part numbers must be visible and readable.

16.4 STEERING

- One-piece steering shafts are not permitted.
- Minimum two (2) u-joints are required unless a collapsible shaft is used.
- OEM rubber steering joints are not permitted.
- Steering ratio multipliers are permitted.
- Quick-release steering coupling is mandatory.
- Center top of steering wheel must be padded.

16.5 BRAKES

- Only OEM steel single-piston calipers permitted.
- Only standard OEM rotors or aftermarket rotors minimum 10½" x .810"; no drilling or lightning.
- Steel hats only.
- No brake fans permitted.
- Only a front-to-rear proportioning valve in cockpit is permitted.

16.6 RIDE HEIGHT

- Minimum ride height is 4" for frame, body, and ballast.
- Ride height measured with driver in seat, race ready.

16.7 CHASSIS – STOCK

- Stock chassis must remain to manufacturer specifications.
- Rear of chassis may be cut no further back than the front of rear axle.
- Tubing may be used inside stock chassis for support but may not form an inner chassis that connects to fabricated outer rails.
- Front section of chassis may be fabricated from crossmember forward using 2" x 3" .083" steel box tubing following original design.
- Minimum wheelbase 102", maximum wheelbase 108".

GM Metric option: Using 1978 - 1988 Metric chassis. Must follow written outline and diagram as given. The soul interpretation of this build is that of the track if there is an expansion outside the intent of the rules a chassis can be deemed illegal and not allowed to be used. (See chart & diagram)

- OEM frame rails may be replaced with 2" x 4" or 3" x 4" box tubing .120" wall, cut at snout seam.
- Snout and rails must meet flush with no offset; OEM crossmember may be notched for engine clearance but not removed or sectioned.
- Chassis may be notched for spring clearance; jacking bolts permitted using minimum 5" springs.
- Snout rail from spring buckets forward may be fabricated with 2" x 4" box tubing.
- Stock OEM snout may be replaced with Johnson chassis #JCI-09-01-011 or Hamm's Welding #GHC-54108 with 2" x 4" or 3" x 4" kickouts.
- Lower control arms (LCA) may be stock or fabricated from Johnson or Hamm's Welding (must be of equal length); mounts may have 3/8" slot from stock.
- UCA mounts must be fixed vertical plates with adjustable holes; no slide adjusters; aluminum shims permitted.
- Steering on metric chassis must use stock-type steering boxes; arm length may change.
- Idler arm may be adjustable or have slotted mounting.
- Center link may be stock or Allstar ALL56330, Keyser 100-19902, or Hamm's GHC 1725S.
- Stock inner tie rod ends with tapered shafts must be used.
- Aftermarket adjusting sleeves and steel heims allowed at spindles.
- Sway bar must be one-piece steel, maximum 1½" diameter, with adjustable front mounts permitted.
- Coil springs: front minimum 5.0" diameter; rear minimum 2.5" diameter.
- Rear springs must be vertical, centered on axle, and inside chassis rail.
- Both rear shocks must be mounted inside chassis rails and behind rear end.
- Panhard bar must have only two (2) connections behind rear end.
- Rear suspension must be 3-link only using steel or aluminum straight arms, no springs, rubbers or similar items attached.
- Arms/links must be inside chassis. Connections must be steel joints.
- Upper link may not be beyond diagrammed points: 10A - back of rear end & 10B -6.5"
- Lower trailing arm brackets on rear must be steel and no lower than 4" from bottom of axle tube to bottom of bracket.

- Metric chassis dimensional tolerances must follow the diagram (centerline, frame width, rear clip, cage size, halo, etc.)

SECTION - WEIGHT & BALLAST

17.0 Weight

- Truck weight will be measured with driver in seat, race-ready, at track scales.
- GM Metric option trucks must weigh minimum 2850 lbs.
- All other trucks must weigh minimum 2800 lbs.
- Maximum left side weight 56%.
- No fluids or dislodged weight may be added after the race.
- Only lead is permitted as ballast, no tungsten or exotic metals.
- Ballast behind rear wheels may not be more than 3" from side frame rails to outside and must not extend past fuel cell.
- All ballast must be in solid block form, minimum 5 lbs.
- Ballast must be securely bolted in two places with minimum 7/16" bolts, no more than 8" apart.
- No weight shifting devices permitted.
- All ballast must be painted white with truck number on it.

SECTION – BODY

18.0 All body components must be maintained in safe condition and conform to division appearance rules.

18.1 BODY REQUIREMENTS

- Bodies must follow measurement charts and maintain stock appearance.
- All wheels (tire bulge) must remain under body panels.
- Ford, Chevy, or Dodge trucks must use matching front nose covers; crate engine trucks may use any approved make.
- Stock OEM cabs must use original steel sheet metal with stock top door frames retained.
- Remaining body panels may be fabricated from aluminum or steel only.
- All hoods must be flat with no step-ups or hood scoops.
- Truck bed may connect directly to back of cab.
- An access door above fuel cell is required.

- Cab interior floor, foot box, driveshaft tunnel, and front/rear firewalls must be steel, minimum .031".
- Interior sheet metal from driveshaft tunnel to top of right-side door and dash may be .040" aluminum; full enclosures are not permitted.
- Front windshield must be clear Lexan, 1/8" minimum, with one center support.
- Vent windows may not extend beyond top of windshield.
- Driver's last name must be across top of windshield with truck number to the right.
- No exterior or interior scavenging/aero panels allowed on body or roll bars.
- Rear window must be clear Lexan and free of stickers.
- Haltin Customs composite/plastic bodies are the only eligible non-metal body option; All parts must retain Haltin customs tags to use 8" spoiler and cowl induction.
- ***Body panels and front & rear covers not having Haltin custom tags will be accessed with weight penalties if not corrected.**
- ***Body parts that are required to have Haltin custom tags and do not, may have them tagged by Haltin customs if they conform to the correct specifications.**
- ***Contact Haltin customs on information: 401-592-0123**
- All Haltin body angles and shapes must remain as manufactured.
- Non-metric trucks with rear cab measurement (chart O) over 75" and up to 76" must use minimum 103" wheelbase.
- Haltin body parts may be interchanged with metal body panels if metal body rules are followed. This interchange of body parts would not be a complete Haltin customs body.
- No lights may be placed outside or underneath the body.
- NASCAR/Seekonk contingency decals are required; non-compliance may result in reduced point fund and feature win payouts.
- Sport Truck transponder must be mounted 78" back from center of front wheel to center of transponder on left side with no obstruction below it.
- Haltin body GEN II must be mounted to the correct specifications listed in the body chart. Any questions please contact Haltin Customs for proper mounting instructions.

18.2 BED

- Top of bed must be fully covered.
- Any opening must be hinged toward cab.
- An access door above fuel cell is required, minimum size equal to fuel cell footprint.
- Bed panels may be aluminum, .040" minimum.
- Rear tailgate must be flat and 90 degrees to ground.

18.3 SPOILER

- Maximum spoiler width 63".
- Spoiler height must comply with body chart.
- All brackets must be at rear of spoiler and no larger than 1/2".
- Spoiler must be clear Lexan with no decals.

18.4 BUMPERS

- Only stock-type bumpers may be exposed and must wrap into body at least 4" width.
- Tube, I-beam, or fabricated bumpers must be fully covered by body panels and not exposed.
- Bumper center height must be 14" from ground.

18.5 RUB RAILS

- Rub rails, if used, must be polycarbonate (Five Star or similar) and mounted directly to body.
- Only one rub rail per side permitted.
- Solid steel rails are not permitted.
- Jack posts must not protrude from body.

18.6 DRIVER'S WINDOW NET

- Driver's window net is mandatory.
- Net must be ribbon or mesh type, hinged at bottom with quick-release buckle or lever at top.

18.7 TRUCK NUMBERS

- All trucks must have assigned numbers on both sides, roof, right taillight, and top right windshield.
- Roof numbers must face passenger side.
- Numbers must be minimum 18" high and 3" wide.
- Windshield and taillight numbers must be flat painted, minimum 3" in height.

SECTION – GASOLINE & FUEL CELL

19.0 All fuel and fuel cell rules are intended to promote safety and control costs.

19.1 FUEL

- Only automotive gasoline may be used.
- Fuel shall not be blended with alcohols, ethers, oxygenates, aniline, or nitrogen compounds.
- The only approved fuels are unleaded automotive pump 87, 89, or 93 octane with 7%–10% ethanol purchased from retail outlets.
- Fuel must remain as sold from retail outlets with no additives or mixing.
- If race fuel is used, only track-supplied race fuel may be used and may not be mixed with pump fuel.
- Fuel is subject to random testing.

19.2 FUEL CELL

- 8-gallon maximum fuel cell is mandatory.
- Fuel cells must be fully enclosed in steel; beds must be sealed to protect driver.
- Vent line must have a check valve and exit outside the truck.
- Cell must be securely bolted to support braces off chassis using at least three 1" x 1/8" steel straps under the cell and two above.
- Fuel cells must be centered at rear of truck behind rear end.
- Minimum fuel cell ground clearance is 6" at lowest point.
- A crash bar made of 1¾" tubing must be placed at rear of truck to protect fuel cell.

SECTION – TIRE & WHEEL RULES

20.0 All tire and wheel rules aim to maintain parity and control costs.

20.1 WHEELS

- Only steel 14" x 7" wheels permitted.
- Mandatory wheel rule: Bassett wheels supplied by Kuhn Race Cars & Parts. (East Bridgewater, MA, 508-577-7823) with specified backspace are required.
- Older Diamond double-center and independent wheels previously used remain eligible.
- No pressure relief valves allowed in wheels.
- Steel studs 5/8" required.

20.2 TIRES

- NO tire softeners or treatments are allowed.
- Tires are subject to durometer or other testing at any time.

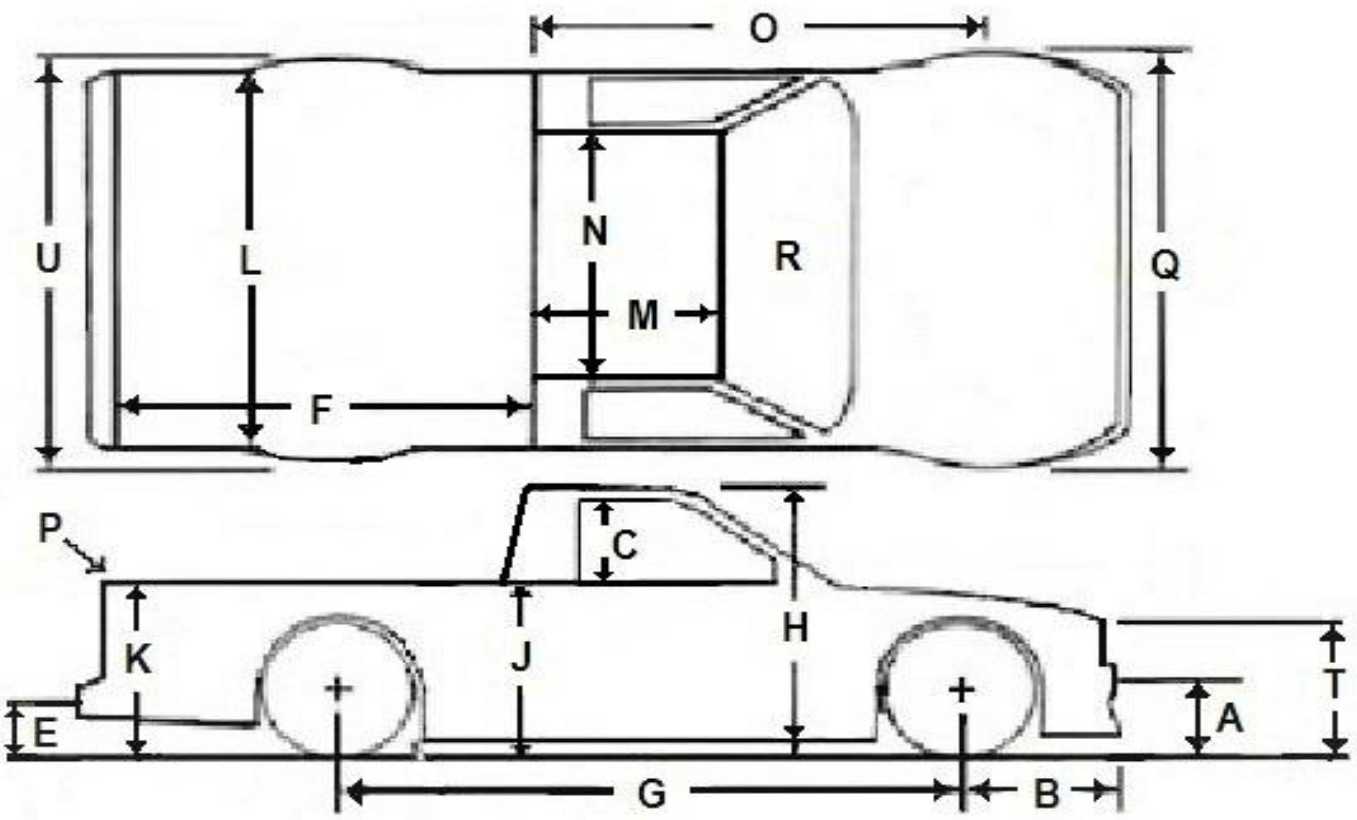
- Tires must be purchased from Seekonk Speedway.
- Tire manufacturer and compound are TBA.
- Tire usage rules may be enacted and posted before start of season.

SECTION – *MIRROR & SCANNER

- Mirror: one (1) allowed, maximum size 4", located on left side near door ledge and not extending outside body.
- ***One (1) center mirror inside car permitted. Size: single panel only.**
- Scanner: mandatory scanner rule in effect; scanners only per general rules, no driver-to-driver or team transmitting.

SECTION – GENERAL DISCLAIMER

- *** Indicates change from 2025 rules.**
- The rules and regulations herein are designed to provide for orderly conduct of racing events and establish minimum requirements.
- Participation in events implies competitors have read, understood, and agreed to comply with all rules.
- No express or implied safety warranty shall result from publication or compliance with these rules.
- These rules are intended as a guide only and do not guarantee protection against injury or death to participants, spectators, or officials.



BODY CHART SPECIFICATIONS

	METAL BODY			FIBERGLASS BODY	GEN 1	GEN II
A	Front bumper height (Center)	14"	**A**	Front bumper height (Center)	14"	14”
B	*Front Overhang	36" Max	**B**	*Front Overhang	36" Max	TBD
C	*Side Window Opening	15.5" Min	**C**	*Side Window Opening	15.5" Min	TBD
D	Body Height	4" Min	**D**	Body Height	4" Min	4” Min
E	Rear Bumper Height (Center)	14"	**E**	Rear Bumper Height (Center)	14"	14”
F	Top Bed Length	72" Max	**F**	Top Bed Length	72" Max	72” Max
G	Wheelbase Min-Max	102”-108"	**G**	Wheelbase Min-Max	102” - 108”	
H	Roof Height (Center)	52" Min	**H**	Roof Height (Center)	53" Min	53” Min

J	Door Height - 1" difference from K 36” Max		**J**	Door Height 36” Max		36” Max
K	Rear Quarter Height 37” Max		**K**	Rear Quarter Height 37” Max		38” Max
L	Top Bed Width	63" Max	**L**	Top Bed Width	63" Max	TBD
M	Roof Length	Stock	**M**	Roof Length	33"	TBD
N	Roof Width	Stock	**N**	Roof Width	51"	TBD
O	Rear of B Post to Spindle	74" Max	**O**	Rear of B Post to Spindle	74" Max	75” Max
P	Spoiler H x W	5" x 63"	**P**	Spoiler H x W	8" x 63"	8” x 63”
Q	Body Width (Front) Must cover tires Max - 74”		**Q**	Body Width (Front) Max - 74”		74” Max
R	Windshield Angle (Center)	38 deg Min	**R**	Windshield Angle (Center)	38 deg Min	TBD
S	Top of Door (where fender meets)	34 ¾”	**S**	Top of door (where fender meets)		34 ¾”
T	*Top of Nose to Ground	27" Min	**T**	*Top of Nose to Ground	27" Min	TBD
U	Body Width (Rear) must cover tires		**U**	Body Width (Rear) must cover tires		TBD

TBD on GEN II body is in place to follow with a template rule that is being worked on. When body is mounted to listed dimensions all TBD measurements should pass if no alterations are made to body. It is highly recommended to call Haltin customs and follow mounting instructions.

Metric chassis diagram chart identification. If NO tolerance is given measurement must be absolute as listed with rule.

A- Centerline hole, Forward placement of snout will use two holes for measurements. OEM - 26.5".
Johnson/Hamm - 27.125". +/- ½". Snout MUST be centered on FRAME and REAR CLIP, NO tolerance.

B- Frame rail lengths, from snout centerline hole to end of rail - 75" Maximum.
C- Chassis frame rails width outside to outside Max 54.0" +/- ½".
D- Rear clip outside to outside 42.0". Mounted centered to front snout.
E- Wheelbase length 102.0" minimum. No tolerance.
F- Rear clip length 66.0". +/- ½".
G- Roll cage length, measured outside of main posts - 44.5". +/- ½".
H- Roll cage height: top of cage to bottom of chassis - 47.0". +/- ½". The cage must stand at 90 degrees to the chassis and not go further back than frame rails allow at 74.5". Refer to (B)
I- Roll cage halo 44.0" length / 29.5" width. +/- 1.0".
J-Down bars from main cage - top 38.0" outside to outside +/- 1.0". Bottom attaches to end of chassis piece (N). Bars may intersect with other bars before connection to chassis.
K- Roll cage A-post leg and foot bar maybe moved 3.0" to outside of main frame rail. 2” x 4” tubing .120" wall, must be used under the repositioned bars welded off main frame rail or in front of kickout. This is the only portion of the cage allowed to be repositioned, giving more leg room to the driver.

Rear clip consists of 5-pieces L through P using 2" x 3" .083" steel box tubing. All angles are with 36-degree cuts. Listed are the lengths of each piece before angle cuts are made. Don’t forget to factor in blade widths of saw when measuring.

L- 18"
M- 18"
N- 19"
O- 10"
P- 25"
Q- Length between L to O rear clip 41"

GM METRIC CHASSIS DIAGRAM