



2026 SEEKONK SPORTSMAN DIVISION RULES

Definitions & Notices

1. When used in the rules, the term "Stock" or "OEM" includes after-market products that must conform to OEM specifications of the engine and chassis being used.
2. There are no changes to components or specifications unless outlined specifically in these rules.
3. All interpretations of rules are by track officials; ask questions when in doubt.
4. GM Crate Engine P/N 88958602/19258602 permitted. This is NOT mandatory. See Crate Engine rule for details.

1.0 Mechanical Rules

1.2 Engine

1. Only V-8 standard stock production cast-iron blocks are permitted.
2. Displacement (min < max): GM & FORD 302 < 358; DODGE 340 < 368.
3. Original bore & stroke must be maintained.
4. No internal painting or chemical coatings.
5. Only normal engine balancing permitted.

1.3 Crankshaft

1. Stock or direct replacements in nodular iron only.
2. Original stroke must be maintained $\pm .015$ "
3. Minimum weights: GM 50 lbs; Ford 302 38 lbs; Ford 351W 52 lbs; Mopar 54 lbs.
4. Engine balancer must meet stock rules to engine used. (Size & weight)

1.4 Pistons & Rods

1. Stock rods (cast/forged steel); after-market permitted.
2. No billet, stainless, or aluminum rods; must be stock configuration (sizes/locations/appearance).
3. Rod length must match engine used.
4. No lightning, beam polishing, or exterior machining (except bob-weight removal for balancing).
5. When balancing, one of the eight rods must remain untouched.
6. Any rod bolts permitted; free-floating steel wrist pins permitted.
7. Cast or forged 3-ring steel pistons only, with all rings in place.

1.5 Cylinder Heads

1. Only stock cast-iron production or listed manufacturers' approved heads permitted.
2. Multi-angle valve grinding allowed; all cuts must be centered off valve-guide centerline; bottom cut max 1/2" into pocket.
3. Max valve size 2.02". Unless listed different with Aftermarket heads.
4. Intake/exhaust ports must remain "as cast."
5. No sanding, polishing, relieving, grinding, chemical treating, blasting, or material addition to ports/combustion chambers.
6. Optional (approved) heads - Chevrolet: Dart S/S-10024361; GM# 93438648; Engine Quest# CH350I; WP S/R Torquer (1.94"/1.50"). Ford: M6049-L302; Dart Iron Eagle 180cc; WP Windsor Jr. (1.95"/1.60"). Speedway: IMCA DART-91624360; IMCA Engine Quest - 9154622.
7. GM Vortec castings 10239906/12558062 must use 1.94"/1.50" valves.
8. COMPRESSION RULE: Max static compression ratio 9.5:1 per cylinder; tested by "Whistler".

1.6 Valve Train

1. Screw-in studs, guide plates, lifter baffles, rocker poly-locks allowed.

2. After-market roller rockers permitted. No shaft mounts, stud girdles, or rev-kits.
3. Any-lift cam; no roller cams. Cam buttons permitted.
4. Stock-diameter straight-barrel double valve springs allowed, magnetic steel retainers only.
5. Stock-diameter flat tappet straight-barrel lifters (hydraulic/solid) only.
6. Only steel timing chains; no gear or belt drive.
7. Vent tubes and oil screens permitted.
8. Steel or cast aluminum valve covers only.
9. No evac breather systems.

1.7 Intake Manifold

1. Stock 2-barrel cast-iron intakes only; no modifications permitted.
2. Option: Edelbrock Performer series (Chev 2101/2116; Ford 2121/2181; Dodge 2176) “stock out of the box.”
3. No altered bolt holes; no internal/external painting.
4. Only current designs permitted with part number cast on outside.

1.8 Carburetion

1. Holley #4412 / #0-80583-1 / 4412BXX (Ultra XP) only.
2. Permitted changes: jets, remove choke plate, change power valve, accel-pump cam, discharge nozzles; drill idle holes; enlarge air vents; metering plates open.
3. NOTE: No mods to increase/change airflow; inspection includes venturi/throttle bore sizes & finish; butterfly/shaft thickness/shape; booster size/shape/height. No-Go gauges per Holley specs.
4. Adapter/spacer: max 1" height; not wedge-shaped; top/bottom parallel; ports vertical (90°); no bevel/taper/flare.
5. Only one standard gasket.

1.9 Ignition

1. Stock systems; 8-lobe cams only.

2. No timing-adjust knobs. No aftermarket CDI/MSD/Multi-Spark boxes. Module must appear stock.
3. Any coil/cap/rotor/condenser/wires/plugs permitted.
4. One 12-V battery only; no 16-V alternators.
5. Rev-limiters permitted; mount right side of driver, chip facing out, in clear view, out of reach.
6. No cluster-type digital dashes.
7. NO data acquisition/computer data allowed.

1.10 Air Cleaner

1. Any filter type; max height 3".
2. No carb hats, ducts, baffles, dividers to/at air cleaner.
3. Top/bottom must be steel or aluminum.
4. No functional hood scoops/cowl induction; hood tight to windshield.

1.11 Oiling System & Oil Pan

1. No remote oil filters; no oil coolers.
2. *After-market steel oil pan permitted; GM part # 25534353. Same 8-quart pan as used on the GM 602 crate engines. 1" inspection plug is highly recommended for bottom end inspections. (excludes crate engines with Alliance seals).
3. * Older 2-piece main engines can use Moroso P/N 21322 oil pan, comes with inspection plug.

1.12 Motor Mounts

1. Steel mounts permitted; engine must remain in stock location, centered to chassis.
2. Min crank height 13" from crank center to ground (with driver).
3. No engine plates.

1.13 Pulleys & Belt Drives

1. After-market belt pulleys permitted.

2. After-market power steering, alternator, water pump may be used; must be front driven; belt type open.

1.14 Exhaust

1. Commercially produced headers allowed; max tube 1-5/8" OD.
2. No cross-over, step, Tri-Y, stainless, or custom headers.
3. No merge/pyramid collectors; max collector & pipe 3".
4. No inserts anywhere.
5. Exhaust cannot pass through driver's compartment; must exit under car past driver, no further than rear end.
6. No equalizer tubes: thermal wraps permitted.
7. Two mufflers required; any make/model; min 12" body length.
8. Sound limit: under 96 dB at 50 feet. Strictly enforced.

1.15 Cooling System

1. Radiator in stock location; any radiator; electric fans permitted.
2. Overflow tank required at right rear.
3. Water only as coolant.
4. Aluminum water pumps are permitted. No Racemate water-pump/alternator combos.

1.16 Engine Position (Verification)

1. Engines in stock location for chassis used.
2. GM metric: distance between forward most fuel-pump bolt and upper idler-arm/frame bolt = 8.75" \pm .25" (bolts must be in stock locations).
3. Crank center within 1" of chassis centerline.
4. Min crank height 13" to ground.
5. Ford 302: min 14" crank height.

2.0 Drive Train

2.1 Bell Housing

1. 360° magnetic steel mandatory.
2. No cast steel or open-bottom housing.
3. 2" inspection hole required for flywheel/clutch.

2.2 Clutch

1. Stock-replacement magnetic steel; 10" minimum.
2. Steel clutch cover & solid steel pressure plate only. No Modifications.
3. No trick or multi-disc clutches.
4. Hydraulic controls permitted.
5. Complete clutch & disc min 17 lbs.

2.3 Flywheel

1. One-piece magnetic steel only.
2. Minimum 16 lbs. (with bolts)

2.4 Transmission

1. Stock Ford/GM/Dodge cast iron 3-speed only.
2. All forward/reverse gears must function.
3. No internal mods/lightening; OEM ratios only.
4. After-market shifters permitted; multi-lever assemblies must shield rods from driver.
5. No automatics.

2.5 Rear End

1. May be locked with aluminum or steel spools.
2. No lockers or similar assemblies.
3. Only standard/full-floater Ford 9" steel rear ends; steel center; solid steel axles.
4. Yokes/hubs/drive plates/bearing supports must be steel.

5. Gear Rule: $5.43 < 6.00$ final; transmission must race in 1:1 final; final ratio may not be changed.

2.6 Driveshaft

1. Steel only; painted white.
2. Two 360° steel brackets required (min 2" × ¼") near each U-joint.

2.7 Brakes

1. Standard stock steel calipers & rotors only.
2. No drilling/lightening of rotors/drums/calipers.
3. Two-piece rotors permitted, min .810" thickness: steel hats only.
4. Front-to-rear proportioning valves are allowed.
5. Rear disc brakes permitted.
6. No brake fans.

2.8 Clutch & Brake Pedals

1. After-market pedal assemblies permitted; reservoir/cylinder may be inside firewall area.
2. Firewall may not be extended forward.

3.0 Chassis Specifications

3.1 Chassis

1. Any American production chassis (1970–1988) with stock 108" min wheelbase.
2. Chassis may not be altered from stock appearance unless noted.
3. Rear suspension type MUST match the chassis with (coil/leaf).
4. Ford/Chrysler engines may be used in GM metric chassis; cross-member may be altered for engine clearance only.
5. Reconstruction permitted (steering box forward & center of rear wheels back) resembling stock placement; min 2"×3" .083" steel box tubing.

6. No bars under rear housing. No underslung chassis rails.
7. Wheelbase: Between 107.5"–108.5" (measured lower ball joint to rear axle center).
8. Metric options (snouts/rails/frames):
 - Johnson snout JCI 09-011 or Hamm GHC-54108; must fit inspection tool (LCA/steering points).
 - Johnson bare chassis JCI-09-1B (mandrel rear) permitted; Johnson mandrel rear JCI-09-03-001 may be used on stock metric chassis.
 - Connections to stock side rails use 2"×4" or 3"×4" box tubing.
 - Hamm fabricated "C" channel rails GHC-664235 may replace stock metric side rails; equal length; stock placement.
 - Front/rear clips from Johnson/Hamm installed per Johnson X.Y.G metric sub-frame guide and centered to rails.
 - Contacts: Johnson 704-784-5353; Hamm 413-267-9100.

3.2 Sub-Frame (Uni-Body)

1. Camaro/uni-body may use sub-frame connectors (bolted or welded) straight back from snout to rear leaf brackets.
2. Bracing permitted; roll cage may NOT weld to connectors.

3.3 Floorboards

1. Steel min .031".
2. Floors must retain stock position; right side max 3" higher than original.
3. Floor must extend full length of driver compartment (front/rear firewalls).
4. Interior sheet metal may NOT cover inside of right-side door bars; all R/S door bars must be exposed.

3.4 Firewalls

1. Front firewall may remain stock or be reconstructed in original location, full-length wall.

2. All firewall holes must be covered.
3. Rear firewall may extend forward but not past main hoop.
4. Firewalls must be magnetic steel min 22-gauge (.031") interior sealed from engine & fuel cell.
5. Aluminum crush panels permitted max 6" from body.

3.5 Ride Height

1. Min 4" for frame, body, ballast located anywhere (with driver).

3.6 Battery & Master Switch

1. Battery relocated behind driver (in compartment, enclosed marine case) or in front of rear wheels under sheet metal firewall (no enclosure required).
2. One 12-V battery only.
3. Master cutoff switch to right of driver near dash center above tunnel, within reach; clearly marked ON/OFF. This switch must turn everything off.

4.0 Roll Cage

4.1 Structure

1. Four-point symmetrical cage, full left-right width; no offset cages.
2. All main bars: DOM magnetic round steel or chromoly, min 1¾" OD; main cage .090" wall.
3. Main hoop welded perpendicular to chassis/floor (1/8" plates). No lean in gage permitted.
4. Roof halo follows windshield contour; close to roof/doors; no offset.
5. One tube required diagonally/perpendicular between halo (centered).
6. Center windshield bar highly recommended.
7. Vertical vent-window bars are required indoor areas.
8. Right door min (3) door bars; left (driver) (4) horizontals equally spaced with (6) verticals.

9. Intrusion plates mandatory: 0.125" steel inside/outside/between door bars; bolted or welded.
10. All cage bars must be padded within driver's reach.

4.2 Protection Bars

1. Vertical bar aligned with driver's shoulder inside window area.
2. Additional bar(s) at driver's feet; 1¾" tubing.

Basic Roll Gage design Accepted



4.3 Seat & Belts

1. Full-containment aluminum seats recommended (head surround/torso supports/energy foam).
2. No lightening holes; seat inside main rails, no further back than door trailing edge; mount per manufacturer.
3. Harness: min 5-mount; 3" belts (2" shoulders allowed with HANS).

4. Quick-release on lap belt; Y-type shoulder prohibited.
5. Harness should pass through welded steel guides; connect individually.
6. Belt dating: manufacturer-dated ≤ 4 years; all others 2-year expiration; undated belts NOT allowed.
7. Head/neck restraint recommended.

4.4 Steering

1. No one-piece shafts; two U-joints are mandatory unless collapsible shaft is used.
2. Steering-box connection must be solid U-joint (no rubber).
3. Quick release coupling mandatory.
4. Wheel center padded with 2" fire-resistant material.

4.5 Window Net

1. Mandatory SFI rated ribbon or mesh type.
2. Must hinge from bottom with quick-release buckle or lever latch.

5.0 Suspension

5.1 Jacking Bolts

1. Permitted at all four wheels above spring only.

5.2 Leaf Springs

1. Steel only; stock mounting positions.
2. After-market bushing permitted.
3. Lowering blocks permitted.
4. Adjustable shackles permitted.
5. Slider mounts permitted.

5.3 Coil Spring Suspension

1. Jacking bolts or spacers permitted.
2. Rear buckets may be fabricated; coils centered directly above axle tubes.
3. Crossmember between springs may be altered/replaced.
4. Coil springs: min 5" diameter; conventional steel only; consistent spacing/width.
5. One spring rubber per spring max (not to exceed full coil).
6. No wrapping/binding coils.
7. Suspension travel must be limited by spring rate or chassis bottoming—no other limiters.
8. Travel check: Front wheels set 1½" above ground; valence/crossmember must compress to ground with three crew members pushing.
9. 3-link rear suspension permitted; upper/lower arms & locations may be changed; mounts can be adjustable.
10. Links must be straight (steel/aluminum) with steel rod ends, no attachments.
11. Lower arm pivots may not pass the back of roll cage or axle-tube center line; rear-end brackets no lower than 4" from bottom of axle tube to bracket end.
12. Upper link mounts may not pass rear of roll-cage hoop or back of rear housing.
13. If lower arm is behind driver, 1/8" steel deflector plate is required.
14. Panhard bar permitted with two connections behind rear end only.

5.4 Shocks

1. ONLY AFCO 14 Series allowed: Front 1475 & 1474-6; Rear 1494, 1495 & 1493-5; no interchanging front/rear.
2. Shocks positioned neutral (scale height: shaft within 1" of center).
3. Shocks may be relocated.
4. One shock per wheel.
5. No bump stops; only travel indicator on shaft of shock; no shock covers.

6. Shocks must fully extend/collapse to body/jam-nut contact; shaft straight; no alterations from original specs.
7. Binding shocks are illegal.
8. Part numbers must be visible & readable.

5.5 Spindles & Steering Components

1. Stock or after-market CAST IRON spindles only (3-piece GM metric OK; no lightweight).
2. Calipers must be mounted behind ball joints.
3. Stock-type adjustable idler arms/location may be adjustable.
4. Inner/outer tapered tie rods must be stock type (no heims).
5. Adjusting sleeves may be steel or aluminum on steering rods.
6. Center links stock or approved after-market (one-piece, slug inserts permitted).
7. Inner tie-rod pivot locations stock $\frac{1}{2}\pm$ " (Metric 13" / Camaro 15").
8. Approved center links: Allstar ALL56330/ALL56331; Keyser 100-19902/100-19900; Howe 23399/23396.
9. Center-link brace bar permitted.

5.6 Front Suspensions

LCA- lower control arm / UCA- upper control arm

1. LCA must be stock; metric may use Johnson JCI 09-02-01 or Hamm GHC-1425727.
2. LCA mounts stock with 3/8" tolerance on holes.
3. After-market bushing permitted.
4. One-piece sway bar; max 1 1/4"; links and front mounts may be adjustable.
5. After-market steel tubular UCA with steel cross-shaft permitted; lengths may vary.
6. No adjustable frames.
7. Ball joints may be changed (tapered shaft required; no bolts).

8. UCA mounts may be changed/relocated; must mimic stock (no slide-adjustable mounts).
9. Aluminum shims permitted.

6.0 Gasoline & Fuel Cell

6.1 Fuel

1. Only automotive gasoline: no alcohol/ethers/oxygenates/aniline/nitrogen compounds.
2. Approved fuels: retail unleaded 87/89/93 with ethanol 7–10% only; fuel must remain as sold.
3. If race fuel is used, only track-supplied fuel, no mixing race and automotive.
4. Approved race fuel: TBA (supplied at track).

6.2 Fuel Cell

1. Mandatory; max 22 gallons.
2. Mounted centered in chassis; min 10" from bottom of cell to ground.
3. Enclosed in min 22-gauge steel container.
4. Min three steel braces under (front-to-back) and two on top.
5. Rear crash bar: 1¾" tubing with vertical braces; no bars above/below rear bumper.

6.3 Fuel Line

1. Route safely under car from carburetor to fuel cell.
2. Steel fuel filter only; No glass/plastic. no electric fuel pumps.
3. Mandatory: Fuel line safety valve OBERG SV-0828 or SRI FPF-FSV at cell outlet; check valve on vent out back of car.

7.0 Body Specifications

7.1 Body

1. Years 1970–1988; steel or aluminum; must match engine make (unless crate engine used).
2. ***Front/rear bumper covers must match body year/model, No Dominator rear covers. The front and rear bumpers cover must be installed in the same location as far as height, width, and depth as a stock factory production bumper. No dropped noses.**
3. Must keep stock dimensions, angles, curves (recognizable factory shape).
4. “A” post metal/fiberglass; “B” post no airflow devices; no roof/body vanes; no side windows.
5. *Min roof height 48" (center).
6. Rocker-panel skirts permitted must meet ride height. Material type is open.
7. Tires may not extend outside body; edges rolled under.
8. Full dashboard required.
9. After-market fiberglass hoods/roofs permitted; rear window braced if used.
10. Air cleaner must be under hood; hood must not bulge/change slope; no holes/air boxes/cowl induction; hood tight to windshield.
11. NO LIGHTS outside or under body.
12. ***Body option Haltin Customs: Only authorized composite/plastic body panels for newer Camaro/Mustang/Challenger; no mixing with other makes; all panels including bumper covers must carry Haltin tags; Ford/Dodge engines must match body type. (401-592-0123 / haltincustoms.com)**
13. ***Body panels and front & rear covers not having Haltin custom tags will be assessed with weight penalties if not corrected.**
14. ***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.**
15. ***Contact Haltin customs on information: 401-592-012**
16. NASCAR/Seekonk contingency decals required per kit placement. Failure may reduce point-fund/feature payouts. Track will issue decals at start of season.

7.2 Spoilers

1. Rear deck-mounted; blade height max 5"; width within body edges.
2. Base may not be extended from trunk; ends not boxed; no forward brackets.
3. Top 3" clear Lexan; 2" aluminum base permitted.
4. Max spoiler height from ground: 42"

7.3 Rub Rails

1. Carbonate type (Five-Star or similar) only; no solid types; mount directly to body.
2. One per side; jack post may not protrude.

7.4 Bumpers

1. After-market fully enclosed nose/tail covers allowed; must match body year/model.
2. Bumper heights: 16" to center (front and rear).
3. Exposed/cut OEM bumpers must be capped and tied to body, no sharp edges.
4. No over-riders except hidden between bumper/body.
5. Haltin Customs bumper covers must be used with optional bodies (see 7.1).

7.5 Windshield & Windows & *Mirrors

1. Remove all glass; windshield replaced with clear Lexan (min 1/8").
2. Two internal straps (1"×1/8") to center of windshield.
3. Rear quarter & side vent windows permitted (vent windows may not extend past windshield top line); rear windows allowed.
4. All Lexan clear only; no tint/shade.
5. No stickers blocking driver's view.
6. Driver last name across top of windshield.
7. Mirrors: one (1) allowed, max 4", driver's left side at door ledge, not beyond body.
8. ***Center mirror permitted in car. Size: Only one panel mirrors permitted.**

7.6 Car Numbers

1. Numbers on both sides and roof; roof numbers face passenger side.
2. Min sizes: sides/roof 18" tall × 3" wide; 3" numbers on RF windshield corner and RR corner.
3. Only track-issued numbers.

8.0 Tires & Rims

8.1 Wheel Studs

1. Min diameter ½"; studs must be even with or beyond lug nuts.
2. Oversized magnetic steel lug nuts mandatory on all wheels.

8.2 Wheel Spacers

1. Permitted; one per wheel; must match left/right.

8.3 Wheels

1. Any steel 15"×7"; min 20 lbs.
2. Left/right offset must match.
3. Spacers may be used, must be equal from side to side.
4. Max tread width 69.5" (rim lip at spindle height).
5. No pressure-relief valves.

8.4 Tires

1. Mandatory tire rule announced before opening date.
2. No softeners/treatments. Strictly enforced.
3. Subject to durometer/sniffer testing.
4. Lab testing performed. See General rules.

9.0 Weight Rule

9.1 Weights & Ballast

1. Right-side weight only at track scales with driver "race ready."
2. Min right-side weight: 1,400 lbs.
3. No fluids/solid weight added after race; dislodged weight may not be re-added.
4. Only lead ballast; no tungsten/exotic metals.
5. Ballast mounting: two 7/16" bolts min, 8" apart, mount to frame or plated floor; blocks Minimum of 5 lbs.
6. Ballast within 3" of main frame rails (outside); uni-body measured from stock frame ahead of rear wheels.
7. No weight in rocker panels.
8. Ballast behind rear wheels, if lower than frame, must mount off 2"×3" box tubing supported directly off and under frame.
9. No ballast under or past fuel cell or inside driver compartment.
10. No weight-shifting devices.
11. All added weight painted white with car number in red.

9.2 Mandatory Heights & Limits

1. Measured with driver: frame 4" min; crank 13" min (Ford 302 = 14"); fuel cell 10" min; roof 48" min.
2. Rear spoiler max 42".

10.0 Scoring Transponders

1. Scoring Transponder: AMB required; mount 12" back from axle-tube center to transponder center on left frame; no obstruction below to ground.

11.0 Radio Scanners

1. Mandatory Scanner: 464.500 receive-only; no 2-way radios.

12.0 Crate Engine Option (Details)

12.1 Eligibility & Sealing

1. GM P/N 88958602/19258602 only.
2. No parts may be altered/replaced with non-list manufacturers or different GM numbers.
3. Valve covers may not be replaced.
4. Crate engines MUST carry RPM Seal Alliance seals.

12.2 RPM Seal Program Notes

1. RPM Seal Alliance collaborates with approved builders; engines are registered (seal numbers, etc.) on a shared spreadsheet for tech.
2. If an engine is NOT on the spreadsheet, it is NOT enrolled and NOT legal.
3. You should call RPM to verify registration. 802-524-7406
4. Seals may not be removed/tampered.
5. Violations subject to strict penalties (see General Rules §12.0).

12.3 ACT Seals (Non-Compliant)

1. ACT seals are NOT RPM Alliance seals.
2. ACT-tagged 602s typically have non-original parts (oil pan, distributor, balancer, valve springs).
3. These can be changed back to correct part numbers; Alliance seals are still required.

12.4 Current Engine Builders (RPM Alliance)

1. RPM Engines LLC (VT) – 802-524-7406
2. Nat's Racing Engines (MA) – 508-336-4142
3. Larry's Auto Machine (MA) – 860-449-9112
4. Mac Pro Shop (QC) – 418-389-4572
5. Redline Performance (ME) – 207-213-6441
6. R.A.D. Auto Machine Inc (MA) – 413-583-2630

7. LCM Racing Engines (MA) – 978-265-2630
8. Nova Motorsports (MI) – 248-767-9560
9. Thayer's Automotive (ME) – 207-848-5291

12.5 Crate Engine Carburetor & Spacer

1. Holley HP 600 cfm #80540-1 or #80540-2
2. Holley HP 650 cfm #80541-1 - #80541-2 - #80541-3
3. Allowed changes: jets, power valve, accelerator pump cam ONLY.
4. No airflow-increasing modifications.
5. One ½" aluminum open spacer with standard gaskets only; no airflow devices in the air cleaner.
6. Inspection includes venturi/throttle bores, butterfly/shaft thickness and shape, boosters/height (No-Go per Holley specs).

Safety Equipment (Driver/Pit)

1. SNELL SA2015 or higher FULL-FACE only (“SA” special application; no “M”).
2. Apparel: SFI fire-resistant suit, shoes, gloves—must be in good condition, free of holes/rips/grease/oil. Unsafe gear = no competition.
3. Crews in pits should wear full shoes, long pants, and shirts covering shoulders/torso.
4. Owner/driver responsible for belts/seat installation per manufacturer.
5. Strongly recommended: head/neck restraint device.

Revision Marker

1. * **Indicates changes from 2025 rules.**

General Disclaimer

1. The rules/regulations are intended to provide orderly conduct and minimum requirements.
2. By participating, competitors acknowledge they have obtained, read, understood, and will comply with the current rules.
3. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY results from publication or compliance.
4. These rules guide the sport and are not a guarantee against injury or death to participants, spectators, or officials.