



SEEKONK 2026 PRO STOCK DIVISION RULES

CRATE ENGINE ELIGIBILITY

1.0 Approved Crate Engines:

- Ford M-6007-D347SR
- GM 19370604

All crate engines must be identified as part of the RPM Seal Alliance program.

2.0 Ford Crate Engine – D347SR:

- Approved stock pan: 7" CP6L00LT Champ – no modifications.
- Approved Kevco pan: F503, 6½".
- Minimum crankshaft height with Kevco pan 10½".

3.0 GM Crate Engine – 19370604:

- OEM oil pan P/N 25534354 may be replaced with: No Modifications.
- Approved Moroso #21315
- Approved Canton #CTR-102
- Approved Champ CP106LTRB / KORB
- Approved CV110LTRB
- Matching pickup assemblies are required.
- Valve covers must remain OEM.

4.0 RPM Seal Alliance Requirements:

The RPM Seal Alliance program is a collaboration of approved engine builders operating under uniform rules to protect the integrity of sealed crate engines.

- All crate engines racing at Seekonk Speedway must be registered in the RPM Seal Alliance program and have the Alliance seals in proper location and appearance.
- The Alliance program maintains a registration spreadsheet including engine and seal information, shared with tech officials and tracks.
- If an engine is not on this spreadsheet, it is not enrolled and is not legal.

5.0 Approved RPM 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 – 413-583-4414
- LCM Racing Engines – MA – 978-265-2630
- Nova Motorsports – MI – 248-767-9560
- Thayer's Automotive – ME – 207-848-5291

If you question an engine's eligibility, you may contact RPM engines to verify registration.

1.0 ENGINE SPECIFICATIONS – OPEN ENGINE RULES

1.1 Engine Block:

- Maximum displacement: 358 cubic inches.
- Standard V8 cast iron blocks only.

- Carbon fiber and titanium engine parts are not permitted unless specifically identified in these rules.

1.2 Pistons & Connecting Rods:

- Any pistons may be used.
- Connecting rods must be solid magnetic steel.
- Stainless steel rods are not permitted.

1.3 Crankshaft:

- Standard production-style magnetic steel crankshaft only.

Maximum stroke:

- GM & Dodge: 3.500"
- Ford: 3.515"
- Crankshaft must appear and be constructed like OEM.
- Minimum weight: 46 lbs.

1.4 Cylinder Heads:

- GM, Ford, Dodge, and Dart cast iron production heads only, as approved.
- No port matching, porting, polishing, or grinding.
- Intake and exhaust ports must remain in original "as-cast" form.

Valve job limits:

- Multi-angle valve grinding permitted.
- No stone or grinding marks above the bottom of the valve guide.
- All cutting must be centered off the valve guide centerline.

- Bowl area under the valve seat down to the bottom of the guide must retain original shape, form, and finish.

Other restrictions:

- All part numbers must remain visible.
- Maximum valve sizes:
 - All makes (except GM Vortec): 2.05" intake max
 - GM Vortec: 2.00" intake / 1.55" exhaust max
- Titanium valves are not permitted.
- Titanium retainers are permitted.

Approved heads:

- GM: Bowtie, small port Vortec P/N 25534421, Dart Iron Eagle S/S P/N 10024266
- Ford: P/N M-6049-N351 or N352
- Dodge: older W-2 design

1.5 Intake Manifold:

- Any intake manifold permitted.
- Manifold must remain as manufactured; no porting or flow work allowed.
- Part numbers must not be removed or altered.
- Plastic intakes are not permitted.

1.6 Valve Train:

- Any magnetic steel, non-roller camshaft permitted.
- Only magnetic steel flat tappet, straight barrel lifters permitted.
- Roller rocker arms, guide plates, stud girdles, offset and shaft rockers permitted.
- Rev-kits or similar devices are not permitted.

1.7 Carburetors:

Open (Non-Crate) Engines:

- Holley #4412 or #0-80583-1

Changes permitted:

- Jets.
- Power valves.
- Accelerator pump cam.
- Accelerator pump discharge nozzles.
- Removal of choke plate.
- Idle holes in butterflies.
- Modified air vents.

Crate Engines:

- Holley HP 600 cfm #80540-1 or #80540-2
- Holley HP 650 cfm #80541-1, 80541-2, or 80541-3

Changes permitted:

- Jets.
- Power valves.
- Accelerator pump cam.

General Carburetor Rules:

- No devices to control or alter airflow may be used in or on top of the air cleaner.
- Cowl induction is permitted; no forced-air systems.

Tech may inspect:

- Venturis and throttle bores (diameter and finish)

- Butterflies and throttle shafts (thickness and shape)
- Boosters (size, shape, and height)
- Holley no-go gauges will be used for inspection.

1.8 Carburetor Spacers:

Open Engines:

- One (1) spacer allowed, maximum thickness 1".
- One gasket per side, maximum gasket thickness .075".
- Top and bottom surfaces must be parallel.

Crate Engines:

- Moroso P/N 64930 (1") or 64943 (½") permitted.
- Ford crates may use restrictor plate P/N RPM 1475.
- Spacer plate must remain unmodified, with one gasket per side (max .075").
- Carburetor may also be mounted directly to the manifold with one standard gasket.

1.9 Ignition:

- Aftermarket electronic distributors permitted.

Distributor must:

- Use magnetic pickup.
- Be gear-driven
- Mount in stock location

Not permitted:

- Computerized ignition.
- Multi-coil systems.

- Crank triggers.
- Magnetos.
- Adjustable retard or ignition delay devices.
- Any ignition modifications identified as traction control.
- On-board computers, telemetry, data logging, timing/scoring devices.
- Digital dash clusters.
- One (1) 12V battery permitted.

Ignition Amplifier Box – Required Wiring (GM/Packard Weather Pack):

- Connector: MSD P/N 8170 (6-position)
- A – Red: +12V Ignition.
- B – Brown/Green: Tach
- C – Black: Coil negative
- D – Orange: Coil positive
- E – Green: Distributor negative

Crate Engine RPM Limit:

- Maximum 6500 RPM, controlled by rev limiter dials or chips.
- RPM limiter must be mounted to the right side of the driver, out of reach.
- Power and Ground Connector – MSD P/N 8173 (2-position):
- A – Red: +12V Battery
- B – Black: Ground (Battery negative)
- Amplifier box and wiring must be in plain view on the right side of the dash, out of driver's reach but accessible for inspection.
- A master battery shutoff switch is mandatory, located to the right of the driver on the dash or tunnel, with a red handle clearly marked ON/OFF.

1.10 Oil System:

- Wet sump system only.
- No external oil tanks or Accu-Sumps.
- Oil coolers and remote filters are permitted.

1.11 Belt-Driven Components:

- Water pump, alternator, and power steering pump must be belt-driven.
- Electric drive systems are not permitted.

1.12 Cooling System:

- Radiator must be mounted in front of the engine.
- Overflow tank required.
- Overflow hose must exit at the right rear of the car or at the right-side windshield cowl.
- Electric cooling fans permitted.
- Water is the only coolant allowed.

1.13 Fuel System:

- Electric fuel pumps are not permitted.
- Cool cans are not permitted.

1.14 Fuel Requirements:

- Fuel must be purchased from the track-approved supplier.

Fuel shall not be blended with:

- Alcohols.
- Ethers.
- Other oxygenates.
- Propylene oxide.
- Aniline or derivatives.
- Nitro or nitrogen compounds.
- Fuel must meet with dielectric testing compared to track samples.
- Fuel may be randomly tested at any time.
- Approved fuel: TBA – supplied at track.

1.14 Exhaust System:

- Headers permitted.
- Stainless steel headers are not permitted.
- Crossovers and 2-into-1 systems permitted after the collector.
- Coatings and thermal wraps are permitted.

Exhaust must:

- Extend past the driver.
- Exit under, at rear or outside door of car.

If exiting at the rear or outside door:

- A heat shield must be installed near the fuel cell or on exiting portion of door.

Mufflers: Mandatory.

- Must remain unaltered and installed in correct flow direction.
- Exhaust must not exceed 96 dB on track. Tested just outside track surface.

1.15 Engine Position:

- Maximum engine setback: 2", measured from the forward-most spark plug hole to a projected line between the upper ball joints.
- Engine must be in a normal upright position.
- Engine/driveline must be centered within 3" of tread width, measured from outermost front tire points.

Minimum crankshaft height:

- 10 inches.
- Ford: 10½" (with oil pan change)

2.0 DRIVE TRAIN

2.1 Flywheel:

- Only aluminum or steel flywheels permitted.

2.2 Clutch:

- High-performance multi-disc clutch permitted.
- Minimum diameter: 5½".

Not permitted:

- Titanium
- Carbon fiber
- Composite or fiberglass components
- Slipper, centrifugal, or variable-rate clutches

Approved clutch manufacturers:

- Quarter Master V-Drive or Pro Series (no Optimum-V)
- Tilton OT Series Metallic

- Sonic Mach 1 & 2
- Only magnetic ***SOLID** steel buttons permitted.
- Ford crate engine – see Weight Rule for clutch-related weight.

2.3 Bell Housing:

- Aftermarket full 360° bell housing required.
- Materials: aluminum, magnesium, or steel.
- Stock bell housing is not permitted.

2.4 Transmission:

Requirements:

- Minimum two (2) forward gears plus working reverse, operable from driver's compartment.
- Shifter rods must exit on the left side or left rear only.
- No top-shift rod transmissions.
- No gun-drilled main shafts.
- Minimum transmission weight: 52 lbs. (dry), no added weight allowed.
- Final drive ratio must be 1:1 in high gear, with all other forward ratios higher than 1.23:1.

Not permitted:

- Over/under drive transmissions
- Automatics or semi-automatics
- Quick-change transmissions
- No internal clutches.
- Direct drive units
- 5-speed transmissions

2.5 Driveshaft:

- Magnetic steel or one-piece aluminum driveshaft only.
- Two (2) 360° steel safety hoops required:
 - Located no more than 12" from each U-joint
- Minimum material: 2" x ¼" solid steel material.
- Steel driveshafts must be painted white.

2.6 Rear End:

- Full-floater closed-tube rear ends only.
- Quick-change, non-quick-change, or Ford 9" types with aluminum axle tubes permitted.
- Cambered axle tubes allowed.
- Magnetic steel axles only, minimum outside diameter 1.050".
- Drive plates may be rubberized, geared, or solid.
- No titanium or carbon fiber driveline parts.
- Rear end coolers and pumps permitted.
- One-piece steel yokes only.

2.7 Differential options:

- Locked spool.
- Limited-slip or open differential with no electronic controls, allowed only with a 25lb weight penalty. (see weight rule)
- Locking an open differential is not considered a legal spool.

2.8 Gear rule:

- Crate engines: No gear rule.

Open engines:

- Quick change: Max 6.03
- Straight rear: Max 5.88

2.7 Brakes & Hubs:

- 5 x 5 and Wide-5 hubs permitted.
- No magnesium components.
- Racing brake components are permitted.

Requirements:

- Magnetic steel roller bearings and races only.
- Grease-type bearings only (no oil bath systems).
- Brakes must function on all four wheels.
- No ABS or similar systems.
- No individual brake pressure adjusters per wheel.
- Magnetic steel rotors only, minimum thickness .810".
- Brake coolers or circulators permitted.

3.0 CHASSIS SPECIFICATIONS

3.1 Tube Snout Rule:

- Stock type or fabricated 2" x 3" or 2" x 4" steel rectangle tubing, Min .083 wall.
- The front steel subframe must extend upward and forward at 22–25°.
- From that point, tubing must extend straight forward, minimum 42" per side.
- Tethers are mandatory if using strut arm lowers, connecting spindle to snout.

3.2 Main Chassis:

- Main frame rails (to which roll cage mounts) must be square steel tubing with a minimum perimeter of 10".
- Frame side rails must be within tread width.
- Right-side frame rail may be perimeter or straight.

Frame construction minimums:

- 10" perimeter (2" x 3" or 2.5" x 2.5"): .120" wall
- 12" perimeter (2" x 4"): .095" wall
- 16" perimeter (3" x 5"): .083" wall

Other chassis rules:

- Frame rail width: 50½"–60" (outside to outside), ± 1 ".
- Minimum side rail length: 44".
- Left main side rail on straight-rail chassis must be at least 10" from left front frame.
- Rear clip: minimum 2" x 3" steel tubing, .083" wall, minimum width 38", must extend at least to rear end.
- 2" x 2" tubing from rear axle toward fuel cell allowed; must extend past fuel cell.

3.4 Bumpers:

- Front and rear bumper structures must be tubing that wraps around into the fenders and quarters – no straight-open tubes.

Restrictions:

- No part of frame may be pierced, drilled, or notched to reduce weight.
- Wheelbase: minimum 102", with ½" tolerance.
- Ground clearance: no specific rule – see body section.

- Battery must be located forward of rear end and inside frame rails.
- Only one (1) 12V battery permitted.

4.0 ROLL CAGE SPECIFICATIONS

- Four-point cage structure required, mounted between main frame rails.

4.1 Tubing:

- Seamless mild, DOM magnetic steel or chromoly.
- Minimum 1 $\frac{3}{4}$ " OD
- Minimum .090" wall

4.2 Main roll bar:

- One continuous hoop behind driver, welded perpendicular to main frame rails.
- Minimum height: 40" from bottom of frame to top of roll cage.

Halo:

- Roof bar must extend forward from outer edges of main hoop, parallel to frame rails.
- Minimum height: 39".

Minimum width:

- Perimeter chassis: 44"
- Straight-rail chassis: 31"
- One diagonal or perpendicular bar required in halo.
- Center windshield bar strongly recommended.

4.3 Door bars:

- Left side, Minimum four (4) horizontal bars

- Evenly spaced from top to bottom
- Minimum two (2) vertical rows, at least six (6) vertical bars connecting them
- Right side, Minimum three (3) door bars
- Top bar minimum .090" wall
- Lower two bars minimum .065" wall

Heights & Intrusion plates:

- Top door bar and dash bar minimum height: 22½" from bottom of frame.

Driver's side intrusion plate mandatory:

- 16-gauge steel
- Placed inside, outside, or between door bars
- Coverage: from top door bar down 17", minimum length 40"
- Must be bolted or welded.
- All major roll cage joints must use minimum 1/8" thick gusset plates.
- Tech may sonic-test tubing for minimum wall thickness.

5.0 FUEL CELL

- Maximum capacity: 22 gallons.
- "U" shaped fuel cells are not permitted.

5.1 Mounting:

- Fuel cells must be between rear frame rails.
- Front side of cell must be at least 11" behind axle tube.
- Minimum ground clearance: 8" from bottom of cell (see body rules).
- Minimum of three (3) steel braces under the cell (front to rear) and two (2) above the cell.

Enclosure & protection:

- Cell must be fully enclosed in minimum 20-gauge steel box.

5.2 Crash bar at rear of chassis is required:

- Minimum 1½" round tubing.

Optional additional rear bar:

- Round steel tubing minimum 1½"
- No box tubes.
- Width no greater than rear chassis.
- May mount to side of chassis and extend rearward.
- Depth: bottom bar must be 4" inboard from back of plastic bumper cover toward fuel cell.
- Bottom tube must form a continuous U-shape, returning to chassis on both sides.
- Minimum four (4) vertical uprights, evenly spaced, at 90° to ground.

5.3 Fuel Lines:

- Fuel lines must be routed safely and securely.

5.4 Mandatory fuel line safety valve:

- OBERG SV-0828 or SRI Performance FPF-FSV
- Must be installed at fuel cell outlet.
- Vent line must include a check valve and exit outside car.
- Fuel filters mounted at rear must be near center of car.
- No plastic or glass fuel filters.
- Fuel must run directly from fuel cell to carburetor and must not pass through any performance-enhancing devices.

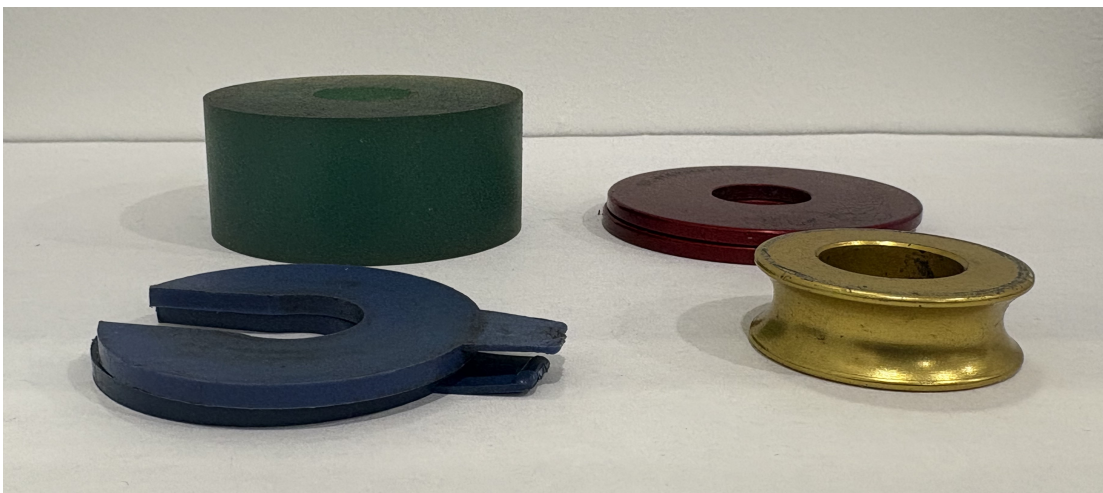
6.0 SUSPENSION

6.1 General Suspension Rules:

- Coil spring suspensions only.
- Front suspension must use upper and lower control arms mounted to the chassis.
- Suspension and springs at all four wheels must be active and allow compression and rebound.

6.2 *BUMPSTOP OPTION:

- **A single 1" tall bump stop may be used on the LF shock shaft only.**
- **Bump stop must be made from rubber or polyurethane.**
- **Durometer rating of bump stop is up to the competitor.**
- **A single divider washer may be used on the top and bottom of the bump stop.**
- **One (1) bump stop spacer may be used.**
- **Bump stop packers may be used.**
- **Allowed components are shown below.**



***Not allowed:**

- **No external bump rods.**
- **No bump stop cups.**
- **No bump springs.**
- **No bump washers.**
- **No bump preloaders.**
- **Nothing allowed on RF/LR/RR shock shaft.**

Not approved suspensions:

- Independent rear suspension.
- 5th coil or torsion bar systems.
- Birdcages or any rotating/floating brackets at the rear end.
- Hydraulic or electric devices that affect suspension.

6.3 Links and mounts:

- Upper third link may use rubber or spring-loaded torque absorbers.
- Trailing arms must use solid connections (heim joints or rubber bushings) with no internal moving parts.
- Rubber biscuits in arms are allowed.
- All suspension mounts must be solid, no moving mounts.

6.4 Driver controls:

- The only in-car adjustable device allowed is a brake proportioning control.
- No other in-car devices to tune handling are allowed.
- No traction control devices of any kind.
- No titanium or carbon fiber suspension parts.

6.5 Coil Springs:

- One (1) active continuous magnetic steel coil spring per wheel.
- No flat or oval wire springs.
- Spring wire diameter must be consistent throughout active coils.
- On 5" or 5½" springs, at least 300° of the end coils must contact the spring pocket/perch.
- No hydraulic spring perches.
- No spring preloaders.

Helper/take-up springs:

- Low-tension helper springs permitted only to keep main springs seated.
- "Tender" springs that add effective spring rate are not permitted.

6.6 Front coil-over springs:

- No progressive/dual rate or 5" coil-over springs.
- Minimum free height: 12"
- ***Minimum spring rate is 150 pounds per inch.**
- Coil-over springs must have closed and ground ends.
- One inactive coil at each end permitted.
- Maximum one (1) spring rubber per spring; ends may not overlap.
- Spring rubbers must not include metal or other reinforcing materials.

6.7 Shocks:

- One (1) shock per wheel.
- Steel or aluminum gas/oil shocks only.
- Be single-adjustable only (one visible external adjustment)
- Shock manufacturer's label and part numbers must remain visible.

Not permitted:

- Magnetic, electronic, or data shocks.
- No external attachments (other than travel indicator)
- "Rod-through" shock designs.
- Shock covers are not permitted. Tech Inspection viewing.

6.8 Spindles:

- One-piece magnetic steel spindles only.
- Coleman-type spindle with aluminum steering arm permitted.
- No other aluminum steering/suspension components.

6.9 Steering:

- Stock steering box or rack-and-pinion systems permitted.
- One-piece steering shafts are not permitted.
- Minimum two (2) U-joints are required unless a collapsible shaft is used.
- Quick-release steering wheel hub is mandatory.
- Center of steering column must be padded with at least 2" of fire-resistant material.

6.10 Tread Width:

- Maximum tread width: 66", front and rear.
- Measured at spindle height from tire centerline to tire centerline.

7.0 BODY REQUIREMENTS

(Five Star Gen 6 bodies and AR Revolution re-skin kits are allowed. Bodies must be always used in complete form and fit manufacturer templates.)

7.1 Bodies (Templates)

- ABC-style bodies (Approved Body Configuration) from approx. 2005–2024 permitted, manufactured by Five Star, AR, or similar.
- Five-star Gen 6 Camaro/Mustang nose must remain as manufactured.
- AR Revolution approved.
- All Bodies must be mounted to all manufacturer dimensions and fit templates within ½".
- No reshaping, stretching, or contour modifications.

7.2 Materials:

- Steel, aluminum, plastic, or fiberglass permitted.
- Carbon fiber body panels are not permitted.

7.3 Eligible models:

- Chevy: Monte Carlo, Impala
- Dodge: Charger
- Pontiac: Grand Prix
- Ford: Taurus, Fusion

- Toyota: Camry

Other body rules:

- Air cleaner must be under the hood.

- Rear bumper covers may not be cut out, vented, or reshaped. Must remain as produced by manufacturers.

- All four wheels must remain under the body.

- Side skirts may not extend past the outside edge of the tires.

7.4 Any external aerodynamic add-ons must:

- Maximum 1" high.

- One (1) per side.

- Not overlapping.

- No internal window panels may be added to redirect air.

7.5 Windows:

- Full front and rear windows are required.

- Clear Lexan only, minimum thickness 1/8".

- Rear window must be braced to prevent collapse.

- Front window must have at least one center support.

- No stickers or paint may obstruct driver's view.

- Side vent windows may not extend past the top edge of windshield down to door.

7.6 Interior metal:

- Around driver's feet, floor under driver, and vertical panels around seat must be magnetic steel, minimum .031".

- Other interior panels may be aluminum, minimum .040".
- Right-side interior sheet metal must slope downward toward driver.
- Ford engines must run Ford bodies.

Non-conforming bodies:

- Bodies not conforming to MFG templates may be subject to added weight or spoiler restrictions as determined by tech.

7.7 Rub Rails:

- If used, they must be polycarbonate rub rails (e.g., Five Star) or similar.
- Solid metal rub rails are not permitted.
- Must be mounted directly to the body.
- Only one (1) rub rail per side.
- Jack post may not protrude beyond the body.

7.8 Body Templates & Ride Heights:

- MFG templates will be used with ½" tolerance.
- Center body templates will be used to set windshield angles, roof alignment, rear glass, and quarter height.
- Only body height measured from ground: rear spoiler height, max 41½", without driver.

7.9 Baseline height package:

- Roof height: 47"
- Crank height: 10"/ Ford option oil pan 10 ½"
- Fuel cell height: 8"

These three heights must maintain their relationship. Cars will be checked race-ready on the track scale pad.

If roof height differs from 47", crank and fuel cell heights adjust equally:

- Example: roof at 46" (1" lower):
 - Crank height: 9"
 - Fuel cell height: 7"

7.10 Front Nose / Air Dam:

- Maximum distance from spoiler sides to tire: 4".
- Overall nose width: max 83".

Nose may be trimmed for ground clearance, but:

- Nose height at center, from bottom lip to hood/nose joint, must be at least 20".
- Side panels below fender line must be at least 11½" off the ground.
- Air dam screen must remain as originally manufactured.
- Wear strips allowed.
- No front "splitters" (extended lower edges).
- No underbody airfoils past front wheels.

7.11 Rear Spoiler:

- Maximum width: 60", measured across rear.
- Maximum height (blade): 6½".
- Top of spoiler from ground must not exceed 41½" without driver.
- Up to six (6) rear-mounted braces allowed.
- No forward-facing bracketry.
- Spoiler ends may not be boxed on front side; must be open.

If mounted on deck lid:

- Must be in a straight line
- Equal distance from each end of rear bumper
- If mounted on bumper cover:
 - Must follow contour of body
 - A ½" gap must exist at center for template.
- Spoiler must be clear Lexan, with no paint or decals.

7.12 Lights:

- No lights may be mounted outside or under the car.

8.0 SEAT & BELTS, WINDOW NET

- High-back, aluminum racing seats strongly recommended and must be track-approved.
- No holes may be cut into seats for weight reduction.

8.1 Seat construction:

- Back and side supports minimum .125" thick.
- Bottom and head support: minimum .100" thick.
- Seat must be mounted per manufacturer's instructions and located inside main frame rail.

8.2 Belts:

- Minimum 5-point harness required; 6-point recommended.
- Belts must be at least 3" wide (2" shoulders allowed with head/neck restraint).
- Quick-release latch must be on lap belt.

- Y-type shoulder harness is not permitted.
- Belts must be routed through guides to prevent sliding on the roll cage.

8.3 Belt date:

- Manufacturer date not to exceed 3 years
- Belts with 2-year expiration tags must be within date
- Belts with no date or showing wear are not permitted.

8.5 Head & neck restraints are highly recommended.

8.6 Window net:

- SFI rated, Ribbon or mesh type only.
- Hinged at bottom and latched at top with quick-release mechanism.
- Must be securely attached to roll cage.

9.0 DECALS (NASCAR/SEEKONK)

- NASCAR/Seekonk contingency decals are required per the provided decal kit.
- Full decal package must be installed in specified locations.
- Failure to display required decals WILL result in reduced point fund awards or feature-win prize money.
- Decal kits are available at the start of the season and as needed.

10.0 CAR NUMBERS

- Minimum number size:
- Doors and roof: 18" high, 3" wide

- Windshield and rear bumper: 3" high
- Roof numbers must face passenger side.
- Numbers must be visible on:
 - Both sides of car
 - Roof, facing drivers' side.
 - Top right of windshield
 - Right side of rear bumper
- Only track-issued numbers may be used.

11.0 WHEELS

- 15" x 10" magnetic steel wheels only.
- Minimum five (5) magnetic steel wheel studs and lug nuts per wheel.
- Any wheel offset permitted.
- Spacers permitted.
- Air bleeders permitted

12.0 TIRES

- Tire rules and manufacturer will be announced prior to Opening Day.
- No tire softeners or treatments of any kind.
- Strictly enforced as per General Rules.
- Tire purchase and use limits will be in effect.

13.0 CAR WEIGHT & GENERAL SAFETY

13.1 Minimum Weights (With Driver, Post-Race)

- Non-crate engines: 2800 lbs.
- GM crate engine: 2750 lbs.
- Ford crate engine:
 - With 7¼" clutch: 2750 lbs.
 - With 5½" clutch: 2800 lbs.

13.1 Differential:

- Cars using open/ limited-slip differentials with electronics not allowed.
- Cars using non-spool (legal limited-slip/open with no electronic controls) add 25 lbs.

13.2 Left-side weight:

- Maximum left-side percentage: 57% for all chassis.
- Left-side percentage must be within limit before, during, and after events.

13.3 Ballast:

- All weights checked post-race, with driver in full gear, hands on wheel, helmet on head or in lap.
- No fluids or dislodged weight may be added after finish.

Material:

- lead only.
- No tungsten or exotic metals.
- Must be securely bolted in at least two (2) places directly to frame.
- No ballast may be lower than frame rail.
- Ballast blocks must weigh at least 5 lbs each.
- No moveable or shifting ballast devices.

13.4 Placement:

- Between front and rear wheels:
- Ballast may not be more than 6" from frame to outside of car.

13.5 Behind rear wheels:

- Must attach directly to frame
- May not extend more than 3" from mounting location
- No ballast may be mounted behind the fuel cell.

13.6 Labeling:

- All ballast must be painted white with car numbers painted red.

14.0 *MIRRORS & RADIOS

- Maximum size: 4" when placed to left of driver not outside body.
- **One (1) center mirror may be used. Must be single panel only.**

14.1 Radios / Scanners:

- Mandatory scanner or two-way radio rule is in effect – see General Rules for specifics.

15.0 PERSONAL SAFETY EQUIPMENT

15.1 Drivers' helmet:

- SNELL SA2015 or higher.
- "SA" (Special Application) only – no "M" motorcycle helmets.

15.2 Driver's Suit:

- SFI-approved fire-resistant suit in good condition.

15.3 Shoes & Gloves:

- SFI-approved fire-resistant.
- Must be always worn on track.
- Suits/shoes showing excessive wear, holes, oil, or damage may not be approved.

15.4 *Crew (recommended): If crew members are participating in "Pit Stops" these are mandatory.

- Full shoes.
- Long pants & and shirts covering shoulders and torso.

16.0 TRANSPONDER & LOCATION

- AMB scoring transponder required.
- Must be mounted on left side frame, centered 12" back from rear axle tube centerline to transponder center.
- No obstruction between transponder and track surface.

17.0 GENERAL

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

17.1 The rules and regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements.

By participating, all competitors are deemed to have:

- Obtained a current copy of these rules.
- Read and understand them.
- Agreed to comply with them.

NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES.

They are intended solely as a guide and are not a guarantee against injury or death to participants, spectators, or officials.