



Seekonk Pro Stock Division 2023

Official Rules 1.2023

Crate Engine Rule: Ford engine M-6007- D347SR & GM 19370604 are eligible for use. All crate engines must be identified with seals from the RPM Seal Alliance program.

Ford: D347SR

Oil pan change allowed with adjustment. Stock pan 7" CP6L00LT Champ, no changes. Kevco F503 pan 6½", engine crankshaft height may be no lower than 10½".

GM:19370604

P/N 25534354 Oil pan - maybe replaced: Moroso - #21315 Canton - #CTR-102
Champ - CP106LTRB/KORB CV - CV110LTRB all with matching p/u assemblies. No modifications.
Valve covers must remain OEM

RPM Seal Alliance information. Seekonk Speedway is a partner with RPM Racing Engines in Georgia, Vermont. All crate engines raced at Seekonk Speedway must be part of the RPM Seal Alliance program. For more information regarding the RPM Seal Alliance Program, competitors may contact RPM Engines at 802-524-7406 or any of the approved engine builders.

The following are current approved Engine Builders in the RPM seal program:

- RPM Racing Engines -- Vermont
- Nat's Racing Engines – Massachusetts (508-336-4142)
- Larry's Auto Machine – Connecticut
- Redline Performance – Maine
- R.A.D. Auto Machine – Massachusetts
- S&S Performance – Maine
- Mac Pro Shop – Quebec, Canada
- Thayer's Automotive – Maine

1.0 Engine Specifications: Open Engine Rules

1.1 ENGINE: Maximum engine displacement 358 cubic inches. Only standard V8 cast iron blocks permitted. Carbon fiber and titanium engine parts are not permitted unless approved in the written rules.

1.2 PISTONS AND RODS: Any pistons may be used. Only solid magnetic steel connecting rods are permitted. Stainless steel is not eligible for use

1.3 CRANKSHAFT: Only standard magnetic steel production design allowed. Crankshaft must maintain an absolute maximum stroke GM & Dodge 3.5" - Ford 3.515" Crankshaft must be similar in appearance and construction as an OEM crankshaft. Minimum crankshaft weight 46 lbs.

1.4 CYLINDER HEADS: GM, Ford, Dodge and Dart manufactured "cast iron" production as listed approved. No port matching or flow work, intake and exhaust ports must be in their original "as cast" configuration. Multi-angle valve grinding permitted. When cutting the valve seat angles, no stone or grinding marks are permitted above the bottom of the valve guide. All cutting in reference to the valve job must be centered off the centerline

of the valve guide. All cuts into the bowl area under the valve seat down to the bottom of the valve guide must not change the bowl configuration as far as shape, form and finish from its original cast. No hand grinding or polishing permitted. All part numbers must be visible.

A. Maximum valve size 2.05" all makes except GM Vortec Maximum 2.00" intake & 1.55" exhaust.

No Titanium valves. Titanium retainers permitted.

B. GM, Ford and Dodge OEM "cast iron" or factory production cylinder heads only.

C. Special production cylinder heads approved: GM - Bowtie, small port Vortec P/N 25534421 and 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 permitted. Part numbers may not be removed from any intake. No plastic intakes.

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 not permitted.

1.7 CARBURETOR: Non-Crate engines will use Holley #4412 or #0-80583-1, jets may be changed, choke plate removed, change; power valve, accelerator pump cam, and accelerator pump discharge nozzles permitted. Idle holes may be drilled in butterflies and air vents modified.

CRATE ENGINE CARBURETOR: HP series Holley 600cfm #80540-1 or 2 and Holley 650cfm #80541-1 or 2 or 3 are approved for competition, numbers must be stamped in correct location to be eligible for use. You may change jets, the power valve, and accelerator pump cam. No modifications to increase or change airflow from original specifications.

All carburetors: No "airflow" control devices may be used in top of air cleaner. Cowl air induction permitted. No forced air inductions. 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.

***1.8 CARBURETOR SPACER:** One (1) 1" in thickness spacer. Only one (1) standard gasket allowed per side, maximum .075" thickness. Top and bottom surfaces must be parallel.

CRATE ENGINE SPACER: (1) Moroso P/N 64930 (1- inch) or P/N 64943 (1/2- inch) plate permitted. **Ford crate may use restrictor plate P/N RPM 1475. Carburetor spacer and restrictor plate must remain as produced without any modifications using only one (1) standard paper gasket allowed per side, maximum .075" thickness. Carburetor may also be bolted directly to the intake manifold using one (1) standard paper gasket.**

1.9 IGNITION: After-market electronic distributors approved. All distributors must be equipped with a magnetic pickup, gear driven, and mounted in the stock location on engine. Computerized, multi-coil, crank triggers and magnetos may not be used. Adjustable retard or ignition delay devices are not permitted. Any modification to ignition to alter engine performance that aids in traction control is not permitted. No acquisition on board computers, automated electronics, telemetry devices, record keeping devices, lap scoring/timing devices or digital readout gauges are not permitted. No cluster type digital dashes. One (1) 12V battery permitted. Note: Ignition amplifier box connections: Must use a 6-position connector. This connector is a GM/Packard weather pack connector (MSD P/N 8170). The pinouts must be as specified below:

Position A - Red - +12V Ignition

Position B - Brown or Green - Tach

Position C - Black - Negative Coil

Position D - Orange - Positive Coil

Position E - Green - Negative Distributor

Maximum RPM rule 6500 set to the rev limiter dials or chips at all times for crate engines only.

The power and ground wires must use a 2 position GM/Packard weather pack series connector (MSD P/N 8173). The pinouts specified: Position A - Red - +12V Battery. Position B - Black - Ground (Battery Negative) All wiring must be in plain view and the amplifier box must be positioned on the right side of the dash easily accessible to inspectors. Battery shut off switch "Master Switch" must be located to the right of driver on dash or above tunnel. Handle must be red and clearly marked to show "on" & "off" positions.

1.10 OIL SYSTEM: WET sump only. No external oil tanks or accu-sumps. Oil coolers/remote filters permitted.

1.11 BELT DRIVE COMPONENTS: Listed components must be driven off a belt drive system from engine or driveline. Water pump, alternator, power steering pump. No electric drive systems permitted.

***1.12 COOLING SYSTEM:** Radiator must remain in front of engine. Overflow tank required. A hose off the overflow tank must exit water out the RIGHT rear of car **or at right side windshield cowl**. Electric cooling fans permitted. Water is the only coolant allowed.

1.13 FUEL SYSTEM: Electric or belt drive fuel pumps not permitted. No cool cans.

FUEL: All fuel for Pro Stock competition must be purchased from the tracks approved supplier. This gasoline shall not be blended with Alcohols, Ethers, or other Oxygenates and it shall not be blended with Propylene Oxide, Aniline or its derivatives, Nitro compounds or other Nitrogen containing compounds. Fuel must be dielectric constant as per DC meter to sample from track supply. Fuel may be randomly tested at any time.

Approved Fuel: TBA and will be supplied at Track

***1.14 EXHAUST SYSTEM:** Headers permitted. Stainless steel types are not approved. Cross over tubes or 2 into 1 permitted after collector. Coatings and thermal wraps permitted. Exhaust must extend past driver and exit underneath car. If exit is at rear of car a heat shield must be used near fuel cell that covers minimum of 3" past all outer edges of exhaust pipe. ALL exhaust tail pipes must have a minimum 45-degree angle exit towards the ground. Mufflers (NO INSERTS) must be used that do not exceed 96 db sound level on track.

Right side door exit permitted per these guidelines: dual exhaust must use two (2) Howe P/N H3002 mufflers or two (2) Magnaflow P/N 11219 mufflers (1 each pipe) or 2 into 1 exhaust must use Howe P/N H3018 muffler. Mufflers must remain unaltered and complete as manufactured & installed in the correct flow direction. Side exit **must** use an exhaust flange (tail pipe saver), must be attached directly to the body.

1.15 ENGINE POSITION: Maximum engine set back 2" from the center of the forward most sparkplug hole to a projected line between center of upper ball joints. Engines must be in a normal upright mounting position. Engine/drive line must be centered within 3" of the tread width of the car. Measurement will be taken from the outermost point of front tires. Minimum crankshaft height is 10" from center of crankshaft to ground. Ford height is 10½" with oil pan change. – See body rule.

2.0 Drive Train

2.1 FLYWHEEL: Only aluminum or steel-type permitted.

2.2 CLUTCH: High performance multi-disc permitted. Minimum 5½". No titanium, carbon fiber, composite or fiberglass materials permitted. No slippers, centrifugal or variable rate type clutches. Eligible clutch manufactures: Quarter Master V-Drive or Pro Series (No Optimum-V) Tilton OT Series Metallic, Sonic Mach 1 & 2. Only magnetic steel button and flywheel permitted. Ford Crate engine. SEE WEIGHT RULE

2.3 BELL HOUSING: After-market full 360-degree bell housings of aluminum, magnesium or steel are mandatory. Stock housings not permitted.

2.4 TRANSMISSION: No over/under drives, automatics/semi, quick change, direct drive or 5 speeds permitted. Transmissions must have minimum two (2) forward gears and reverse in working order from inside the driver's compartment. Left side exit or left rear exit of shift rods only. No top shift transmissions allowed. No gun drilled main shafts. Minimum weight 52 lbs (dry). No added weight. No internal clutches. Final drive gear ratio must be 1 to 1 with all other forward gear ratio's higher than 1.23

2.5 DRIVESHAFT: Only a magnetic steel or one piece aluminum driveshaft permitted. It is mandatory to use two (2) 360-degree steel brackets (No more than 12" away from u-joints) All brackets must be solid steel and minimum of 2" x ¼". Steel driveshaft must be painted white.

2.6 REAR END: Full floater closed tube type only. Quick change, non-quick change or Ford 9" types with aluminum axle tubes permitted. Cambered tubes allowed. Magnetic steel axles only with a minimum outside diameter of 1.050". Differential must be a working locked spool or a limited slip, open differential with No electronic controls may be used with a 25 lbs weight addition to total. Locking an open differential will not pass

as a spool. Drive plates may be rubberized, geared or solid plates. Titanium and carbon fiber driveline parts are not eligible for use. Cooler pumps permitted. Only one piece steel yokes. No gear rule with crate engines. Open engine gear rule: Quick change – Max. 6.03 / Straight rear – Max. 5.88

2.7 BRAKES & HUBS: 5 x 5 and Wide 5 hubs permitted. No magnesium metals permitted. Racing brake components are permitted. Wheel bearings must be magnetic steel roller bearings and bearing races. The bearings, races and seals must be assembled separately in the hubs, grease type only. Brakes must be used on all four wheels in proper working condition. No ABS or similar brake systems permitted. Individual brake pressure adjusters at each wheel are not permitted. Only magnetic steel rotors permitted no less than .810" thickness. Brake coolers/circulators permitted.

3.0 Chassis Specifications

2" x 3" or 2" x 4" TUBE SNOOT RULE:

The front (steel) sub-frame must extend upward and forward between a 22 to 25-degree angle; at this point, a piece of tubing must be welded and extend straight forward with a total of 42" to each side using 2" X 3" steel box tubing with a minimum .083" wall thickness.

NOTE: *Tethers are mandatory using strut arm lowers connecting spindle to snout.*

3.1 CHASSIS: Main frame rail structure of chassis, defined as the primary structure to which the roll cage is mounted, must be constructed with mild steel tubing having a minimum perimeter of 10". The main frame side rails must be located within the normal tread width of the car. Right side frame rail may be of perimeter or straight rail design. Frame construction chart;

10" perimeter material (2X3 & 2.5 x 2.5) minimum .120" wall thickness.

12" perimeter material (2X4) minimum .095" wall thickness.

16" perimeter material (3X5) minimum .083" wall thickness.

The main frame rails width may not exceed 60" and no less than 50½", +/- 1". Minimum length per side 44".

Left main side rail on straight rail chassis must measure 10" minimum from the left front rail. Rear clip must be minimum 2" x 3" .083" mild steel tubing measuring a minimum of 38" across from outside edges extending past the rear end. 2" x 2" tubing from rear axle rearward permitted must extend past fuel cell. Bumper tubing structure front and rear must fully wrap around corners into the fenders and quarters, no straight tubing.

A. No sections of frame may be pierced, drilled, notched or otherwise altered for reducing weight, suspension travel or ride height clearance.

B. Wheel base 102" minimum. ½" tolerance for wheelbase.

C. Ground Clearance. There is no rule for ground clearance. – See Body Rule

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

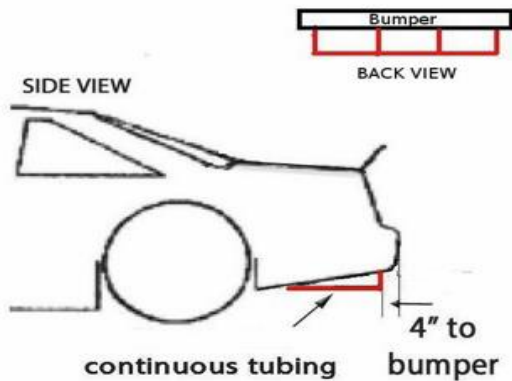
3.2 ROLL CAGE: Roll cages must be a four point structure extending between main frame rails using seamless mild or DOM round magnetic steel tubing, minimum 1¼" OD .090" wall thickness. The main roll bar (behind driver) must be a continuous length of tubing with each end welded perpendicular to the main frame rails with the top of the main roll bar having a minimum height of 40" from bottom of frame. The roof bar (halo) must extend forward from the outer edges of the main roll bar keeping parallel to main frame rails with a minimum height of 39". Halo must maintain a minimum width of 44" on perimeter chassis and 31" on straight rail. Measurement is from outside of tubing. One piece of tubing running diagonally or perpendicular within halo is required. A center windshield bar is highly recommended. The horizontal door bars on the left side must have a minimum of four (4) equally spaced from top to bottom and two (2) rows of vertical bars (min. 6) connecting each horizontal bar. The right side door area must have minimum of three (3) door bars with top bar at .090" and the other two (2) at min .065" thickness.

The minimum height of both top door bars and dash bar is 22½" from bottom of frame. The placement of the left side driver support plates is mandatory. Solid steel plates of 16 gauge steel must be either inside, outside or between horizontal door bars from top door bar down 17", minimum 40" long. Door plates must be bolted or welded in place. All major roll cage members must use min. 1/8" thick gusset plates. Inspection note Sonic testing maybe performed on all tubing of roll cage and chassis checking minimum wall thickness.

3.3 FUEL CELL: 22 gallons maximum. No "U" shaped cells. Fuel cell must be positioned between rear frame rails with front side of cell no closer than 11" to back side of axle tubes. Fuel cell must have 8" ground clearance measured from bottom of fuel cell to ground – See Body Rule. A minimum of three (3) steel braces

must be used under fuel cell from front to rear and two (2) above for support. Fuel cell must be fully enclosed by a steel box constructed of minimum 20-gauge steel. A crash bar must be mounted at end of chassis to protect fuel cell using minimum 1½" round tubing. Another bar may be used at rear of car following these guide lines: Steel round tubing no less than 1½". No box tubing. No wider then rear chassis, mounting maybe to the side of chassis extending rearward.

Depth: 4" inward from rear bumper, measurement will be taken at bottom of plastic bumper cover toward fuel cell. Horizontal tubing making up protection bar (bottom) must be continuous tubing forming a u-shape returning back to chassis at both ends. Minimum of four (4) uprights can be used across back evenly spaced. All uprights need to be straight 90 degrees to ground, no angles. See figure below.



3.4 FUEL LINES: All fuel lines must be placed in a safe manner in car. 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 required. Fuel filters mounted at rear of chassis must be located towards the center of the car. No plastic or glass filters permitted. Fuel must travel from the fuel cell to the carburetor and cannot pass into any performance enhancing devices.

4.0 Suspension

4.1 SUSPENSION: Only coil spring suspensions will be permitted, the front configuration must use upper and lower control arms that split between chassis. The suspension and coil springs at all four wheels must be active and permit suspension movement in compression and rebound. All downward chassis movement while the car is in competition must be limited only by the normal increasing stiffness of the springs or the bottoming of the chassis against the race track, whichever occurs first.

Any device or procedure that attempts to detract from or compromise the above will not be permitted.

Suspension must pass **PUSH DOWN** test.

No independent rear suspensions. No 5th coil or torsion bar suspensions. No bird cages or any floating brackets that can rotate around rear end. Upper third link may use rubber or spring loaded torque absorbers, trailing arms must use solid connections, heim type or rubber bushings with no moving parts. Rubber type biscuits can be part of arms. No hydraulic/electric devices. All suspension mounts must be solid and may not have the ability to move under racing conditions. The only adjusting device allowed within the driver's compartment will be for brake proportioning. Any other device to control or monitor the handling characteristics of the car is not allowed. No traction control devices of any type. Titanium and carbon fiber suspension parts are not eligible for use.

Coil Springs: Only one (1) active continuous magnetic round steel coil (No flat or oval wire) spring permitted at each wheel. Active coils must maintain the same size wire diameter throughout the spring. When using 5" or 5½" inch coil springs, at least 300 degrees of the spring end must make contact with spring pocket/perch. No hydraulic spring perches. Take up springs or also known as helper springs permitted, these springs must be low tension flat wire and only assist to keep chassis spring in place and must be coil bound when suspension is loaded. Springs referred as tender that add initial spring rates to chassis spring are not permitted.

Front coil over springs; No progressive, or 5" coil over springs, minimum spring free height is 12". Coil over springs must be constructed with both coil ends closed and ground, one inactive coil at each end is permitted. Maximum of one (1) spring rubber, ends must not overlap. Spring rubbers must not contain any added material such as aluminum, steel etc.

PUSH DOWN TEST; Cars will be tested by placing **3/4"** blocks under front tires. Crew members must push nose down to the ground and hold. Nose, cross-member or both must make contact with the ground. Nose of car must be solid to chassis, it may not move if it is touching the ground. For test purposes only: minimum tire pressures will be LF-15 psi, RF-20 psi. Pressures checked with track gauge.

Crew members combined weight must not exceed 1000 lbs. Driver will be in car for test.

4.2 SHOCKS: Only one (1) shock per wheel. Shocks must be steel or aluminum gas/oil types with NO magnetic devices, electrical controls, data connections, or any external attachments. No bumps stops, nothing may be positioned on the shock shaft except travel indicator. Shocks must collapse ALL THE WAY down making contact between body and lower jam nut at rod end. Shock shaft must be straight to body. Rod ends heights may be changed using OEM parts. No rod through designs. Single adjustable only – means (1) single adjustment, adjuster must be visible. Shocks must have part numbers and MFG label. No shock covers allowed.

4.3 SPINDLES: Only magnetic one-piece steel permitted. Coleman type with aluminum steer arm permitted. No other aluminum pieces.

4.4 STEERING: Stock steering box or Rack & Pinion steering permitted. One-piece steering shafts not allowed. Minimum of two (2) u-joints are mandatory unless a collapsible shaft is used. A quick release coupling on steering wheel is mandatory. Center of steering post must be padded with at least 2" fire resilient material.

4.5 TREAD WIDTH: Front & rear, from centerline of tires 66" maximum, measured at spindle height.

5.0 Body Requirements

THE FIVE STAR GEN 6 BODY AND AR EVOLUTION RE-SKIN KITS ARE ALLOWED FOR COMPETITION. BODIES MUST BE USED IN COMPLETE FORM THAT FIT MANUFACTURERS TEMPLATES AT ALL TIMES.

5.1 BODIES: Only template ABC style bodies manufactured from 2005 to 2021 from Five Star, AR bodies or similar manufactures are approved. ABC bodies (Approved Body Configuration) must follow ABC mounting dimensions and fit to templates with in 1/2". No re-shaping or contour modifications of panels permitted in anyway. Body's maybe steel, aluminum, plastic or fiberglass. No carbon fiber panels.

Eligible ABC bodies;

Chevy- Monte Carlo / Impala: Dodge- Charger: Pontiac- Grand Prix: Ford- Taurus / Fusion: Toyota- Camry
Air cleaners must remain under hood. Rear covers may not have cut outs or venting holes or any reshaping from original form. Bodies must be mounted to keep all four wheels under the body. Side skirts may not extend past the outside of the tires. Any aerodynamic angle pieces on outside of car must be maximum 1" in height, and only one (1) per side with no overlap. No internal panels that change air flow may be added inside window area. Side vent windows may be used providing they do not travel past top portion of windshield from top to bottom. Full and complete front and rear windows are required mounted securely and be clear lexan type (No tinted) 1/8" minimum, rear must be braced to prevent collapsing and front must use minimum of one center support brace.

No stickers or painting that will obstruct driver's view through car allowed and **driver's last name must be placed across top of windshield.** Interior of car must be completely enclosed in respect to engine compartment, track surface and fuel cell compartment. The area around the driver's feet (foot box) the floor underneath the driver and all vertical panels surrounding the seat area must be magnetic steel, minimum .031". All other interior panels may be constructed of aluminum, minimum of .040" thickness. Right side sheet metal must slope downward towards drivers. **Ford engine cars must use Ford bodies.**

Bodies not conforming to ABC template will be assessed weight or spoiler height restrictions.

Body Templates. Bodies will be checked with ABC body templates given a 1/2" tolerance. The center body template P/N 660-82C will be used as a baseline to determine windshield angle, roof alignment, back glass and quarter height. The only measurement from the ground will be for rear spoiler height, maximum 41 1/2", measured without driver.

Roof height; 47" - Crankshaft height; 10" - Fuel Cell height; 8".

All the height numbers must follow each other using the roof height base number of 47" to check the crankshaft height and fuel cell height. Cars will be checked race ready sitting on the tracks scale plate. The

actual roof height numbers difference either higher or lower from 47" will be used to adjust the height number used in checking the crankshaft and fuel cell heights.

Example: If a cars actual roof height is 46", this is a 1" difference and would subtract 1" from the other base line numbers changing them to crankshaft 9" and fuel cell 7".

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.

***5.2 SEAT AND BELTS:** The following is recommended, custom manufactured HIGH BACK (for racing) aluminum seats acceptable to track officials. No holes permitted in seats for weight reduction. Back and side supports of seat must be no less than .125" thickness. Bottom and top head support no less than .100" Seats must be securely fastened per manufactures guidelines. Seat must be located to the inside of main frame rail. Safety belts must be no less than a 5-point harness securely fastened per manufactures guidelines. 6-point harness highly recommend. Belts must be no less than 3" wide. When a HANS or similar restraint device is used, 2" wide shoulder harness may be used. A quick release mechanism must be fastened to lap belt. Y-type shoulder harness NOT permitted. Where 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. Manufacturer's date must not exceed 3 years old, all other belts will have a 2 year expiration date tag. Belts with no date or belts that show signs of wear will not be eligible for use.

It is highly recommended that all drivers use a head and neck restraint device.

5.3 DRIVER'S WINDOW NET: Mandatory. Must be hinged from bottom and securely mounted to the roll cage with a quick release type latch. Ribbon or mesh type only.

5.4 RUB RAILS: If used, must be polycarbonate type as 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.

5.5 FRONT NOSE / AIR DAM: Spoiler side clearance from tires maximum 4" and overall, no wider than 83". Cutting to lower spoiler permitted for clearance but nose must maintain a height of no less than 20" at center from bottom lip to where hood and nose meet. Side panels below fender line must be no lower than 11½". Air dam screen must remain to original configuration and placement. Wear strips may be used, No lower edge know as splitters permitted. Underbody airfoils not permitted past front wheels.

5.6 REAR SPOILER: Maximum 60" long, measured across the rear. Maximum of six (6) braces may be used to support spoiler from rear. No forward mounting brackets. Ends of spoiler on front side must be open, no boxing permitted. Spoiler base if placed on top of deck lid must be mounted in a straight line with equal distances at each end of rear bumper or if placed on rear bumper cover must follow the contour of body. Blade height not to exceed 6½". Top of spoiler to ground must not exceed 41½" without driver in car. There must be a gap (½") in the center of spoiler to accept template. Spoiler must be clear Lexan. No painting or stickers may be placed on spoiler.

5.7 CAR NUMBERS: Minimum 18" in height and 3" in width. Numbers must be on both sides of body and roof. Roof numbers must face passenger side of car. Numbers 3" in height must be placed in top corner of passenger windshield and same side of rear bumper. Only track issued numbers may be used.

5.8 WHEELS: 15" x 10" Magnetic Steel only. Minimum of five magnetic steel wheel studs and lug nuts per wheel permitted. Wheels may use any offset. Spacers permitted. Air bleeders permitted.

5.9 TIRES: Tire rule will be announced prior to opening date. No tire softeners or treatments permitted, Strictly Enforced as outlined in General rules. There will be tire use and purchase limits in place.

6.0 CAR WEIGHT: ALL MINIMUM WEIGHTS.

Non-crate engines: **2800 lbs.**

GM crate engine: **2750 lbs.** Ford crate engine: with 7¼" clutch; **2750 lbs.**, with 5½" clutch; **2800 lbs.**

Cars using open differential add **25 lbs.**

57% maximum left side any chassis.

Left side percentage must be maintained before, during and after events.

All weights are determined "post race" with driver in full racing suit, hands on steering wheel and helmet on head or in lap. Fluids or dislodged weight may not be added after race. Ballast must be lead, No tungsten or other exotic metals. Ballast must be securely mounted in two places directly to the frame, no part of the ballast may be lower than the frame rail. Ballast must be in solid block form no less than 5 lbs. No weight shifting devices permitted. All ballast connected to main frame rails between front and rear wheels may not exceed 6" from frame to outside of car. Any ballast past rear wheels must be connected directly to frame and not exceed 3" from mounting location. No ballast may be placed past fuel cell.

NOTE: All added ballast to car must be painted white with car number in red mandatory.

MIRROR: Only one (1) mirror permitted maximum size 4". Mirror may only be on the left side of driver and may not extend outside body.

MANDATORY SCANNER or 2 WAY RADIO RULE IN EFFECT: see General Rules.

Competitors must use a SNELL RATING OF 2010 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 free of holes, rips, grease, oil, etc. If your suit or shoes are deemed unsafe, you may not be allowed to compete. It's recommended that crew members in the pit area wear full shoes, long pants and shirts covering shoulders and entire torso at all times 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 drivers use a form of a head and neck restraint device.

Transponders must be used and mounted and centered at 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. Type: AMB

*** Indicates changes from 2022 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.