

Seekonk Speedway Pro Stock Division 2018

(Revised 12/6/2017)

Official Rules

Crate engines: Seekonk Speedway continues to use crates engines that are outlined in the rules as the engines of choice. Other engines are eligible for use to the rules listed.

Ford crate engine D347SR7 & GM 88958604 or 19318604 are eligible for use.

Crate engine rule:

The crate engines can be purchased from any dealer. Engines must retain all OEM parts or listed replacements. No parts can be altered, modified or changed from original specifications if not listed in the rule. Valve covers must remain OEM. All engines new or used, before they are eligible for use must be sent to the track's designated engine builder (Nat's Racing Engines) to install Seekonk inspection seals. The inspection seals from Seekonk Speedway may not be removed or tampered with in anyway. The track will impose penalties as listed in the General Rules under section 12.0. We thank you for your participation and hope you enjoy your racing here at Seekonk Speedway. Questions regarding engines contact: Nat's Racing Engines @ 508-336-4142

Ford: D347SR7

All parts used must be as outlined in the Ford D347SR parts list with no modifications. Specifications on rebuilds must contact Nat's Racing engines.

GM: 88958604, New #19318604

P/N 10105123 Engine block – Minimum deck height 9.010

P/N 12556307 Crankshaft 1053 steel

P/N 10108688 PM rods

P/N 10159436 Piston - No eyebrowing for clearance. Replacement Mahle piston #9301278 with matching ring package. Maximum overbore .034

P/N 10185071 Camshaft - No change permitted

P/N 17120735 Lifters

P/N 10241740 Push rods

P/N 12551483 Valve springs or P/N 12625033 Beehive approved.

Harmonic balancer may be changed to LPC P/NLPB2221SS

P/N 12367345 Roller rockers

P/N 12464298 Aluminum head 2.00"/1.55". Minimum 62cc.

P/N 12496822 Single plane intake

P/N 14044872 Oil pump or Melling M55HV & shaft IS-55E

P/N 25534354 Oil pan - maybe replaced: Moroso - #21315 Canton - #CTR-102

Champ - CP106LTRB/KORB CV - CV110LTRB all with matching p/u assembly's. No modifications.

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 pounds.

1.4 CYLINDER HEADS: GM, Ford, Dodge and Dart manufactured "cast Iron" production cylinder heads as listed below are approved. No port matching or flow work permitted. The intake and exhaust ports must be in their original "as cast" configuration. Any sanding, polishing, relieving, grinding, chemical treating, abrasive-blasting alterations to the original form or the addition of material to the ports will be declared illegal.

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. Upon completion of the valve job, 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. Surfaces where the cutter or stone has touched must not be blended. No hand grinding or polishing permitted on any portion of the head. 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. Choke horn may not be removed.

CRATE ENGINE CARBURETOR: Only the HP series Holley #80540 1 or 2 may be used, this number 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" (inch) in thickness spacer. Only one standard gasket allowed per side. Maximum .075" thickness. Top and bottom surfaces must be parallel.

CRATE ENGINE SPACER: Only one (1) Moroso P/N 64930 (4-hole) spacer plate permitted with no modifications. Only one standard gasket allowed per side. Maximum .075" thickness.

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. On board computers, automated electronics, telemetry devices, record keeping devices, lap scoring/timing devices or digital readout gauges are not permitted. Only 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

The power and ground wires must use a 2 position GM/Packard weather pack series connector (MSD P/N 8173). The pinouts must be as specified below.

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. 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 track's 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: VP race fuel C12

- Color: Green
- Motor Octane 108
- Specific Gravity: .717 at 60° F

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 but may travel to rear of car, if so heat shield must be used under fuel cell that covers min. of 3" inches past all outer edges of exhaust pipe.

Mufflers must be used and not exceed 96 db sound level at 50ft. STRICKLY INFORCED !

1.15 ENGINE POSITION: Maximum engine set back two (2) inches 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" inches 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.

2.0 Drive Train

2.1 FLYWHEEL: Only aluminum or steel-type permitted.

2.2 CLUTCH: High performance multi-disc permitted. 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. Minimum size restriction per engine: Non-crate & Ford crate 7 ¼" inch / Chevy crate 5.5 inch.

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 2 forward gears and one 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. No other forward gear ratio may be higher than 1.23

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

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. Differentials must be spur gear type that is locked, limited slip or open with no electronic controls. 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 SNOUT 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" inches. 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" inches and no less than 50 ½" inches. Minimum length per side 44" inches. Left main side rail on straight rail chassis must measure 10" inches minimum from the left front rail. Rear clip must be minimum - 2"x 3" .083" mild steel tubing measuring a minimum of 38" inches across from outside edges extending to fuel cell. 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. 1/2" inch tolerance for wheel base.

C. Ground clearance 3" for frame/cross members, body, and ballast. No lifting allowed. **(without driver)**

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

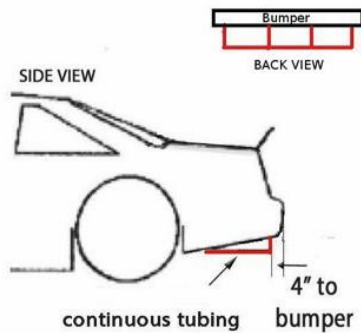
3.2 ROLL CAGE: Roll cages must be a four point structure extending between main frame rails using seamless mild or DOM round magnetic steel tubing, minimum 1-¾" OD .090" wall thickness. The main roll bar (behind driver) must be a continuous length of tubing with each end welded perpendicular to the main 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" inches. Halo must maintain a minimum width of 44" inches on perimeter chassis and 31" inches 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 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 at min-.065" thickness.

The minimum height of both top door bars and dash bar is 22 ½" 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" inches, minimum 40" inches 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 inches to back side of axle tubes.** Fuel cell must have 8" ground clearance measured from bottom of fuel cell to ground. 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" inch round tubing.** Another bar may be used at rear of car following these guide lines: Steel round tubing no less than 1½" inch. No box tubing. No wider then rear chassis, mounting maybe to the side of chassis extending rearward.

Depth: 4" inches 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 (4) four 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 must be used located as fuel exits cell also check valve of vent needed.** 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: Front configuration must use upper and lower control arms that split between chassis. 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. Only one (1) coil over spring permitted at each wheel. 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.

4.2 SHOCKS: Only one (1) per wheel. Shocks used must be steel or aluminum gas/oil types with NO remote control devices or external attachments. No rod through designs. Single adjustable only. Rubber/coil bump stops permitted on shock only. Shocks must have part numbers and MFG label.

4.3 SPINDLES: Only magnetic one-piece steel permitted. Coleman type with aluminum steer arm permitted.

4.4 STEERING: Stock steering box or Rack & Pinion steering permitted. One-piece steering shafts not allowed. Minimum of two 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.

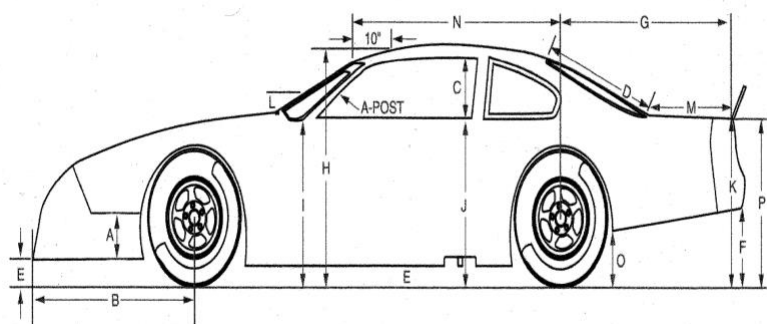
5.0 Body Requirements

5.1 *BODIES: Only template ABC style bodies manufactured from 2005 to 2018 from 5 star, AR bodies or similar manufactures are approved. ABC bodies (Approved Body Configuration) must follow their mounting dimensions (see chart) and fit to templates with in $\frac{1}{2}$ ". No re-shaping or contour modifications of panels permitted in anyway. All body panels must match the brand of car, which is indicated on the front of the car. Body's maybe steel, aluminum, plastic and fiberglass permitted. No carbon fiber panels. Eligible ABC bodies; Chevy- Monte Carlo / Impala: Dodge- Charger: Pontiac- Grand Prix: Ford- Taurus / Fusion: Toyota- Camry

NOTE: The Five star Gen 6 body is awaiting approval from the ABC committee, if approved it will be allowed to complete in 2018 under the specifications given by Five star bodies with no modifications.

Air cleaners must remain under hood. Rear covers may not have cut outs or venting holes. Bodies must be mounted to keep all four wheels under the body. Side skirts must meet ride height rule. Any aerodynamic angle pieces on outside of car must be maximum 1" in height, and only one 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 compartments. 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" inch thickness. R/S sheet metal must slope downward towards drivers. **Ford engine cars must use ford bodies.**

DIMENSION GUIDELINES



B	FRONT OVERHANG (max): on centerline	46"
C	SIDE WINDOW OPENING (min): at B-post	15"
D	REAR WINDOW LENGTH: on centerline**	31½"
E	NOSE/SIDE PANEL CLEARANCE (min): from ground	3"
F	BUMPER COVER HEIGHT (max): from ground	15"
G	REAR OVERHANG (max): from base of spoiler at centerline to axle centerline	47"
H	ROOF HEIGHT: 10" back from windshield, on centerline	min 47" max 48"
I	FENDER HEIGHT: at rear	32 ½"
J	DOOR HEIGHT (MIN): at rear	33"
K	QUARTER PANEL HEIGHT: at bumper cover/deck lid intersection (+/-¼")	34 ½"
L	WINDSHIELD ANGLE: at center/at roof windshield post	26/30°
M	REAR DECK LENGTH (max): at center, from base of spoiler to rear window**	23 ½"
N	FRONT OF ROOF to center of rear axle	57 ½"
O	QUARTER PANEL HEIGHT: at back of wheel well opening	13"

NASCAR Whelen All American Series (NWAAS) Decals are required on each car per the guide lines of the decal package at the start of the season. The full package must be placed between the fender and the door identifying the series sponsor and contingency sponsors. Failure to comply may result in reduction of purse pay outs.

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) six-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 three years old. 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 (1) per side. Jack post must not protrude from body.

5.5 *FRONT AIR DAM: May be no lower than 3" from ground. **Spoiler side clearance from tires must be maximum 4" inches and overall no wider than 83". No cutting or reshaping to lower spoiler.** No panels may be added to lower edge know as splitters. Underbody airfoils not permitted past front wheels.

5.6 *REAR SPOILER: Maximum 60" inches long, measured across the rear. Maximum of six 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 6 1/2".** Top of spoiler to ground must not exceed 41 1/2" inches. There must be a gap (1/2") in the center of spoiler to except 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: A mandatory tire rule will be announced prior to track opening date. No tire softeners or treatments permitted. This will be strictly enforced as outlined in the general rules. Tires will be subject to but not limited to durometer testing. The track will impose tire purchasing restrictions to control tire usage .

6.0 *Car Weight

***All Crate engines minimum 2700 lbs.**

Open engines minimum 2750 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 with 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. 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 only be 6" inches away from frame to outside of car. Any ballast past rear wheels must be connected directly to frame no more than 3" away and not travel past fuel cell.**

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

***Height checks: Chassis will be done without driver all others will be measured with driver in car.**

Height checks; Body-skirts & ABC spec chart, front air dam & rear spoiler, crankshaft, fuel cell.

MIRROR: Only one 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.

***Indicates any changes from the 2017 rule book.**

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 and free of holes, rips, grease, oil, etc. If your suit or shoes are deemed unsafe, you will not be allowed to compete. It's recommended that crew members entering the pit area wear full shoes, long pants and shirts 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 that drivers use some form of a head and neck restraint device.

Transponders must be used and mounted 12" (inches) 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

12/6/17