



Seekonk Sport Trucks 2019

(12/21/2018)

Official Rules

1.0 General Specifications

NOTICE: When used in the rules, the term “stock” or OEM includes after-market products. Stock components must conform to original equipment manufacturer specifications. No alterations from stock components unless specifically provided for in the rules.

1.1 PICKUP (COMPACT) TRUCKS: manufactured from 1982 to 2002 with a maximum wheelbase of 108 inches. 4WD or any type extended cabs or long beds are not permitted.

Eligible chassis: Ford Ranger - Chevy S10 - GMC Sonoma - Nissan Hard body - Toyota Tacoma

1.2 ROLL CAGE: Roll cage must have a four point symmetrical structure fully extended from left to right connecting to the side rail kick-outs using minimum 1-3/4" O.D. seamless steel tubing with a .090" wall thickness. Side rail kick outs must be 2" wide by 3" high steel box tubing of equal length with a .120" wall thickness and must connect from front to back forming an outside frame rail. Kick-out connectors must be of equal length on each side, no less than .083" wall thickness. No holes to frame rails, connectors, or any part of the original truck's frame within the roll cage area. Offset roll cage not permitted. Top halo bar (above driver's head) cannot be offset. Halo must follow roof outline. Roof halo must have a minimum of one full cross bar. Minimum of three (full-length) door bars in right side door area required, bars may be .065-inch wall thickness. Four horizontal door bars required on driver's side with a minimum of two vertical bars connecting each horizontal bar, for a minimum of six (6). The top horizontal door bar on each side of the roll cage must have a minimum height of 21" from top of chassis to top of bar. **The placement of left side driver support plates is mandatory. Solid steel plates of 0.125-inch (1/8") must be either inside, outside or between horizontal door bars. Door plates must be bolted or welded in place.** Vertical vent window bars must be welded from top of the door bars to the side of front roll bar legs. Roll bars may extend to front of chassis. Roll bars connect to top of rear hoop down to chassis, min. 1 3/4" tubing. NO OTHER BARS MAY SHOW ABOVE TOP OF BED.

1.3 SEAT: Must be bolted to a sub-frame attached to the roll cage. Seekonk recommends that all seats be full containment type constructed of aluminum. Design shall include comprehensive head surround, shoulder and torso support system, energy impact foam, and removable head foam. No holes permitted in seats for weight reduction. Seats must be securely fastened per manufacture guidelines. Seat must be located to the inside of main frame rail fabricated for roll cage and no lower than 4" measured from the bottom of the stock chassis. The stock frame may be notched only to lower driver's seat. All roll bars within driver's reach must be padded.

1.4 SEAT BELTS: It is recommended that the seat belts use a 5-point harness securely fastened to the roll cage or chassis per manufacture guidelines. 6-point harness is highly recommended. Belts must be no less than 3" wide. When a HANS head restraint device is used a 2" wide shoulder harness may be used. A quick-release mechanism must be fastened to lap belt. Y-type shoulder harness is 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) three years. Belts with no date or belts that show signs of wear will not be eligible for use. It is recommended that all drivers use some type of head and neck restraint.

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 on a head and neck restraint device.

1.6 BATTERY & QUICK-DISCONNECT SWITCH: Battery relocation must be behind driver, inside chassis rails. No positive battery cables may be located on outside of roll cage. Switch must be located near center of dash, accessible to driver or safety crew. Switch must be clearly marked On/Off (This switch must totally disconnect the battery from the system)

2.0 Mechanical Rules

GM P/N 88958602/19258602 350 crate engine may be used. All rules listed for V8 engines will apply to the 602 crate engine unless noted. Crate engine option allows the use of anybody manufacture to be used.

2.1 The GM crate engine can be purchased in any manner. All engines before they are eligible for use must be sent to the tracks designated engine builder (Nat's Racing Engines) to install the tracks inspection seals. The base engine (P/N 88958602/19258602) is listed in GM's parts catalog with a service parts list. No parts can be altered or replaced with any other manufacturer, or another GM part number, that does not belong to the engines parts list. Valve covers may not be replaced. The seals from Seekonk Speedway may not be removed or tampered with in any way. Questions regarding crate package contact Nat's Racing Engines Phone 508-336-4142

2.2 ENGINES: Only three production cast iron engines are eligible as listed: Chevy 305, Ford 302, and Dodge 318. All engines must retain stock factory bore and stroke. No custom strokes permitted. A maximum overbore of .040 permitted. Engines may only use stock OEM parts as replacements. No special production parts permitted. No ceramics or paint coatings allowed on any internal parts.

2.3 CRANKSHAFT: Only stock permitted. No lightening permitted. Stroke must be maintained within +/- .015 only stock or stock replacement engine dampeners permitted.

2.4 CONNECTING RODS: Only stock cast or forged steel connecting rods permitted. Journal size and rod length must match stock specifications. No machine work permitted on any rods.

2.5 PISTONS: Only stock cast or Hypereutectic, dished or flat tops for the particular engine used. An-aftermarket may be used that is identical to stock in weight and appearance. No custom or light weight pistons allowed. No gas porting on piston rings. Wrist pins must be pressed-in type. Any stock type piston ring permitted. No "Dykes", Head-land or gapless designs. Maximum compression 9.5:1 checked with whistler.

2.6 CYLINDER HEADS: Only cast Iron stock production permitted. GM must use 305 castings, Ford must use 302 castings and Dodge must use 318 castings. These heads listed are not eligible: bow tie, angle plug, canted valve, marine-type, Chevy vortec, Ford GT-40, Boss 302, Dodge magnum type or any special, high performance. No porting, polishing or grinding permitted. Heads must be in their original, as-cast condition. Maximum static compression 9.5:1

Maximum Stock valve sizes:

GM -1.86"/1.50" & Ford - 1.78"/1.46" & Dodge - 1.78"/1.50"

GM STOCK 305 cylinder head numbers permitted:

10065205, 10065207, 10159551, 10159553, 12509859, 14010201, 14014416, 14019926, 14020555, 14022301, 14022801, 14039121, 14039122, 14101081, 14102187, 14102191

Option: These aftermarket cylinder heads maybe used. No changes from stock form permitted.

Chevy - Dart SS, Engine Quest #CH350I, WP SR Torquer. Valve size 1.94"/1.50"

Ford – Dart Iron Eagle 180cc, WP Windsor Jr. Valve size 1.95"/1.60"

Only steel valves permitted, No light weight. Three angle valve cuts 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, the bowl area under the valve seat down to the bottom of the valve guide should still be the same configuration as far as shape and finish as it was stock. Surfaces and/or edges where the cutter or stone has touched must not

be polished. Only stock diameter single valve springs permitted. Retainers and keepers must be stock, steel. Rocker studs may be replaced with screw-in studs. All heads must have visible and unaltered casting numbers. Any cylinder heads with unreadable or altered casting numbers will not be allowed. Valve covers may be steel or cast aluminum only. **No Evac breather systems.**

2.7 VALVE TRAIN: After-market camshafts allowed, only hydraulic cams and lifters permitted. Camshaft lift cannot exceed gross valve lift divided by stock rocker arm ratio. Maximum Cam lift allowed is listed below to engine manufacture. Stud girdles, offset rocker arms, roller rockers or roller pivot rocker arms NOT permitted. Any steel, timing chain permitted. Rocker arms and push rods must remain stock OEM to engine make, Rocker arm ratio Chevy & Dodge 1.5 / Ford 1.6 Factory guide plates and lifter valley baffles permitted. Valve lift: Chevy & Dodge .450 / Ford .480

2.8 INTAKE MANIFOLD: The only eligible intakes permitted are from Edelbrock "performer series" Manifolds must remain as manufactured. P/N Chevy 2104 or 2101 - Ford 2121 - Dodge 2176

2.9 CARBURETOR: Crate engine must use Holley #7448 or #80787. All other engines may use Holley #4412 or #80583 or 441BKX. Induction hats, baffles, ducts or dividers "NOT" permitted on or leading to the air cleaner or element. Top of air cleaner must be completely steel or aluminum. No cowl air inductions. Modifications to increase or change airflow "NOT" permitted. Carburetor is subject to inspection with no-go gauges. Only one spacer plate permitted 1" inch maximum height with standard gaskets. Internal walls of spacer must be parallel to each other. No angled holes. Fiberglass body option in complete form may use cowl induction as part of the body package.

2.10 FUEL SYSTEM: Fuel shut off mandatory. Mechanical pumps must use fuel line safety valve OBERG SV-0828 **or SFI #FPF.FSV** installed at top of cell. Electric pump permitted must be wired to shut down by battery disconnect switch and oil pressure switch.

2.11 IGNITION SYSTEM: Stock OEM systems allowed. An after-market GM HEI distributor permitted for all engines keeping HEI cap, rotor and module (GM stamped) and may have mechanical or vacuum advances used. No dial adjustments. Crate engine must use GM P/N 93440806 supplied with engine with no modifications. Advance spring types open.

2.12 REV-CONTROL: Mandatory on all V8 engines. MSD P/N 8728 Soft Touch Rev Control, this RPM limiter must use 5300-RPM chip. Mandatory wiring connections from RPM module:

VIOLET- Must be cut back flush to RPM module. (Not used)

GREEN / WHITE - Connect directly to (-) negative side of coil, on HEI systems with coil in cap splice to BROWN wire from coil.

RED - to (+) side of coil, on HEI systems splice to PINK wire from coil.

BLACK – Connect to chassis ground.

MSD Placement: On top of dash on far right side outside of drives reach. Wiring must run directly from RPM module to listed connections, these connections must be taped or wire tied to prevent disconnection. All wiring must travel above dash in plain view if in wire loom this must be clear for track officials to perform inspections and testing. RPM limiters must be functional and operational at all times. A mounting plate will be used under module that will incorporate a locking bracket to limit access to RPM chip these mounting plates must be purchased from the track parts supplier; **REV CONTROL IS MANDATORY**

2.13 OIL PAN: After-market, steel oil pans are permitted. Wet sump systems only.

2.14 BELT PULLEYS: After-market permitted steel or aluminum, belt type open.

2.15 WATER PUMP: Aluminum water pumps permitted. No racemates - water pump/alternator.

2.16 EXHAUST: Headers permitted per guidelines. Stainless steel or Tri-Y not permitted. Headers must be commercially manufactured using steel primary tubes of 1 5/8" outside diameter and collector maximum 3". No step, reversion, anti-reversion, venturi multi or 180 degree types. No devices to reduce the interior diameter of the exhaust pipe permitted. Heat coatings & equalizer tubes and 2 into 1 connectors are permitted. Exhaust must extend past driver no further then rear end underneath body and dump towards ground. Mufflers mandatory, No inserts and must not exceed 96 dB sound level at 50ft. Strictly Enforced!

2.17 ENGINE POSITION: All engines; forward most spark plug hole must be even or ahead of an imaginary center line between upper ball joints. Crankshaft height 13" inches Minimum.

3.0 Drive Train

3.1 REAR END: May be locked; Only solid steel axles. Any stock OEM steel rear end housing permitted, aftermarket floater types permitted using steel hubs/drive plates. Solid axles only. No cambered rear ends.

3.2 GEAR RULE: All trucks must run in a final drive, with transmission that is 1-to-1. Rear-end gear ratio must be **4.56** NO other ratio permitted.

3.3 TRANSMISSION: No automatics. Only stock types permitted. All gears must be in working order. NO internal modifications, only standard bearings and gear ratios that are standard to stock production. Hydraulic clutch controls permitted. Any type shifter allowed. Steel bell housing Mandatory. Steel driveshaft only. Two 360 degree 2" x 1/4" minimum steel driveshaft hoops mandatory.

3.4 FLYWHEEL & CLUTCH & BELLHOUSING: Only stock clutches or direct replacements may be used. All components must be magnetic steel. Minimum clutch size is 10.4 inch. No modifications. Minimum weight requirements: Flywheel, 17 lbs. Pressure plate w/cover & clutch disc 20 lbs. Clutch disc must be steel. Only 360 degree steel bell housing permitted. Crate engine must use flywheel P/N 14088646 or 14088647.

3.5 CLUTCH & BRAKE PEDALS: After-market clutch and brake pedals may be used. Firewall in front of pedals may be reconstructed steel only. Brake proportioning valve permitted.

4.0 Suspension

4.1 SUSPENSION: Must match make of chassis. Jacking bolts permitted and shocks may be relocated. Only one shock per wheel. No coil overs or coil over eliminators. All trucks must use rear steel leaf springs, mounts may be relocated and altered, no other springs are allowed in combination with leaf springs. Older ford I-beam front suspensions may be interchanged with 1974-1989 Mustang front suspension, cross member between the original chassis no lower than 3 inches. Stock tread width must remain (see tread width rule). All lower A-frames must be stock mounted in stock location and lower ball joints may be changed. OEM steering boxes maybe replaced with another make OEM box or an OEM rack & pinion setup. OEM steering racks must connect directly to spindle, no slide bars. Steel heim joints permitted to spindle. Any stock center link permitted with no modifications. Steering arm and idler arm maybe changed.

4.2 SUSPENSION COMPONENTS: Upper A-frame mounts may be relocated. Upper A-frames may be changed, must be standard steel replacement with a cross shaft (aluminum permitted). No adjustable arms or heim joints. Spindles may be OEM or aftermarket cast iron with no modifications allowed. No panhard bars.

TREADWIDTH. Acceptable tread widths for each chassis. Only GM chassis with GM spindles using spacers can add 1" inch to tread width. Any other chassis using GM spindles may use spacers but must conform to the listed tread width to the chassis. Measurement is from the outside of tires at spindle height.

GM – w/o spacers 64.5" or w/spacers 65.5"
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Ford – 69.5" Toyota – 67" Nissan – 68.5"

***Note: Track is looking at a uniform tread width in 2020. Information to be released.**

4.3 *SHOCKS: No adjustable or rebuildable. Steel only (sealed body) using fixed bearing ends from list. All shocks must have visible P/N label. Shocks may be relocated. Only one per wheel. No bump 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. Eligible shocks: Pro Shock - WB series: AFCO - 14 series: Integra - 421 series. No changing or altering shocks in any way from OEM specifications.

4.4 STEERING: One-piece steering shafts are not permitted. Minimum of (2) u-joints are mandatory on steering shaft unless collapsible shaft is used. OEM rubber steering joint not permitted. Steering "Ratio multiplier" permitted. Quick release coupling MANDATORY. Center top of steering wheel must be padded.

4.5 BRAKES: Working four-wheel brakes are mandatory. Only stock cast steel single piston calipers permitted. OEM rotors permitted, No drilling or Aftermarket steel rotors permitted, min 10.5 x .810. Steel hats only.

4.6 RIDE HEIGHT: No lower than 4 inch for frame body and ballast, with driver in seat in full racing gear.

4.7 *CHASSIS: Stock chassis must remain to manufactures specifications. Rear chassis may be notched for rear-end clearance. Tubing may be used inside chassis for support but may not be used to build an inner chassis. Front sections of stock chassis may be fabricated from cross-member forward following close to original design using, Minimum 2" x 3" steel box tubing. **Minimum wheel base for any chassis is 102" inches absolute. Strickly Enforced.**

4.8 WEIGHT: Truck weight will be determined with driver in seat race-ready at track scale.

Maximum left side percentage 56%. - Minimum weight 2850 lbs.

Only lead permitted as ballast no tungsten or other exotic metals. Any ballast mounted behind rear wheels may only be three (3 inches) away from side frame rails to outside and not extend past fuel cell. All ballast must be securely bolted in two places. No weight shifting devices. NOTE: All ballast must be painted white with truck number on them.

5.0 Body

5.1 *BODY: Bodies must follow measurements outlined in chart keeping to stock appearance.

ALL trucks must have wheels (tire bulge) under body panels. Ford, Chevy or Dodge must use the same make front nose cover that matches the body to the motor. OEM cabs must be original sheet metal using stock top door frame to keep original outline, the remainder of the body may be fabricated with aluminum or steel panels. All hoods must be flat no step ups or hood scoops. Truck bed may connect directly to back of cab. The cab interior floor, drive shaft tunnel and front and rear firewalls may be fabricated using **steel only** minimum .031". Interior sheet metal extending upward from side of driveshaft tunnel to the top of the right side door and dash above front firewall may be .040" aluminum, full enclosures not permitted. Front windshield must be clear Lexan, 1/8" minimum with one center support. Vent windows may not extend past top of windshield. **Driver's last name must be placed across top of windshield with car number to the right.** No exterior/interior scavenging/aero panels allowed on body, including behind cab on roll bars. Rear window must be clear Lexan, no stickers permitted. Body and engine must match except with crate engine option.

Body Option: Haltin customs is the only eligible fiberglass bodies permitted. The Haltin body must be used in its complete form with decal package to be eligible for added spoiler height and cowl induction system. **The body angles and shape as produced by Haltin customs cannot be altered.** Spoiler & cowl induction maybe be removed or even weight adjusted if body is not approved by Tech officials. **Rear cab measurement (chart "O") from back of cab to center of front spindle will be re-inspected on all trucks in 2019, Maximum allowed with tolerance is 75" inches absolute, back of cab body angle (Haltin) CANNOT be changed (see truck layout). If found to be over 75" inches but no more than 76" inches, wheel base must be 103" inches minimum.**

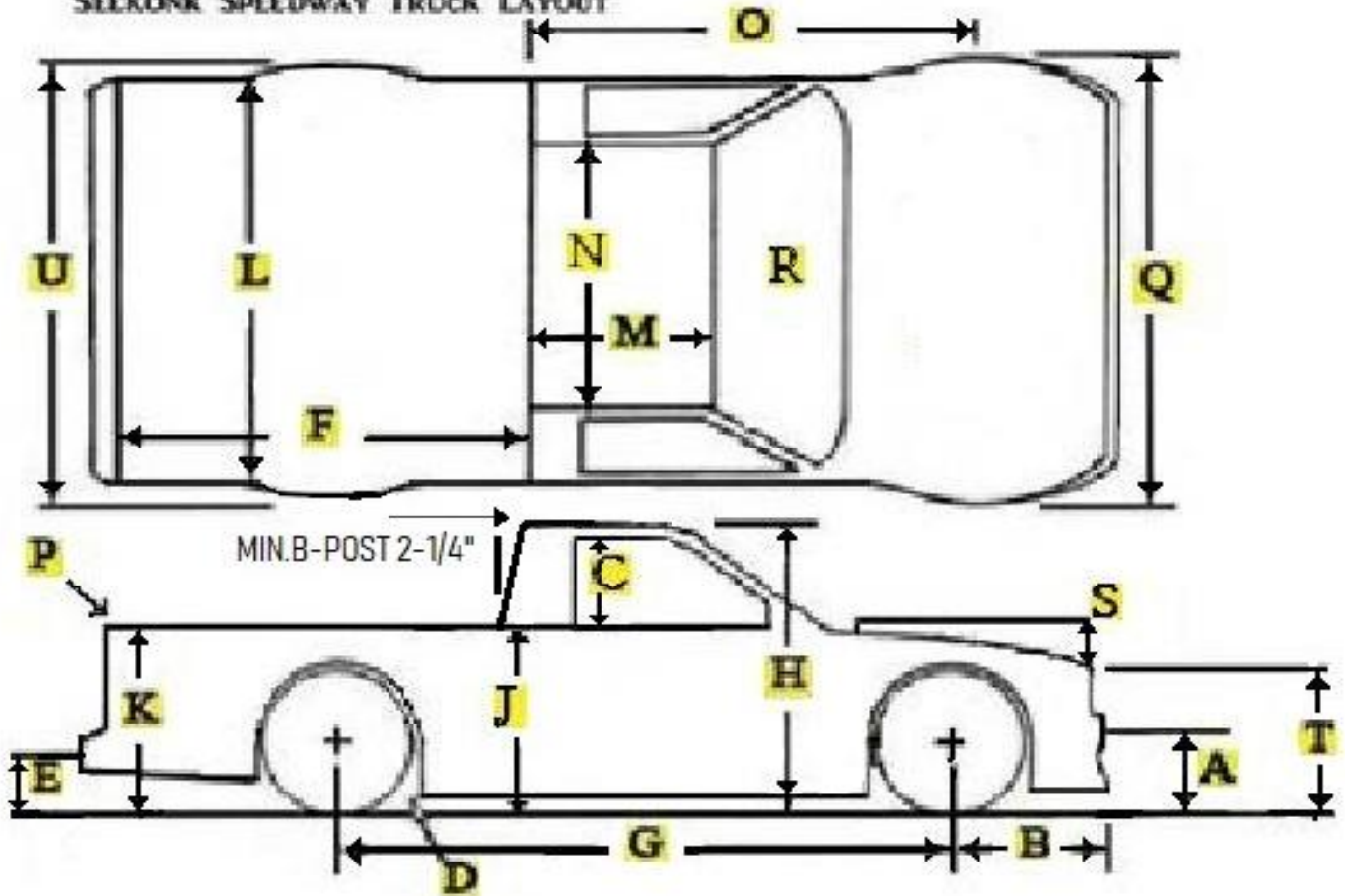
Haltin body parts can be interchanged with metal bodies conforming to metal body rules.

Haltin customs will be releasing a GEN2 body, information to be coming soon.

Heights: All heights will be measured with driver. 4" frame height, 13" crankshaft height, 6" Fuel cell height. All body & bumper heights.

Sport Trucks transponder must be mounted 78" (inches) back measured from center of front wheel to center of transponder on left side. There must be no obstruction below the transponder to the ground.

SEEKONK SPEEDWAY TRUCK LAYOUT



	METAL BODY		FIBERGLASS BODY	
A	Front bumper height (Center)	14"	A	Front bumper height (Center)
B	*Front Overhang	36" Max	B	*Front Overhang
C	*Side Window Opening	15.5" Min	C	*Side Window Opening
D	Body Height	4" Min	D	Body Height
E	Rear Bumper Height (Center)	14"	E	Rear Bumper Height (Center)
F	Top Bed Length	72" Max	F	Top Bed Length
G	Wheel base Min-Max	102 - 108"	G	Wheel base Min-Max
H	Roof Height (Center)	52" Min	H	Roof Height (Center)
J	*Door Height - 1" difference from K		J	*Door Height - 1" difference from K
K	Rear Quarter Height - 1" difference from J		K	Rear Quarter Height - 1" difference from J
L	Top Bed Width	63" Max	L	Top Bed Width
M	Roof Length	Stock	M	Roof Length
N	Roof Width	Stock	N	Roof Width
O	*Rear of B Post to Spindle	74" Max	O	*Rear of B Post to Spindle
P	Spoiler H x W	5" x 63"	P	Spoiler H x W (Clear)
Q	Body Width (Front) must cover tires		Q	Body Width (Front) must cover tires
R	Windshield Angle (Center)	38 deg Min	R	Windshield Angle (Center)
S	*Hood Height Back to Front	8" Max	S	*Hood Height Back to Front
T	*Top of Nose to Ground	27" Min	T	*Top of Nose to Ground
U	Body Width (Rear) must cover tires		U	Body Width (Rear) must cover tires

1" tolerance allowed on items marked with *

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.

5.2 BED: There may only be a 1" difference from top of bed to ground from front to back. See chart letters J & K. Top of bed must be covered; **Aluminum** may be used .040" minimum. A door must be used at rear for access to fuel cell. Rear tail gate must be flat and 90 degrees to ground. No exposed tubes or fabricated bumpers

5.3 SPOILER: Rear spoiler, Maximum 63" wide, See height rule in body chart. All brackets must be at rear of spoiler, maximum ½" in dimensions. Spoiler must be clear lexan with no decals.

5.4 BUMPERS: Only stock-type bumpers may be exposed and wrap into body, no less than four inches wide. Tube, I-beam or other fabricated bumpers must be covered under body panels and CAN NOT be exposed. **Bumper height is 14 inches from center to ground.**

5.5 RUB RAILS: If used, must be carbonate 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.

5.7 DRIVER'S WINDOW NET: is mandatory, ribbon or mesh type only. This must be secured at the bottom, with quick release buckle or lever-type latch at top.

5.8 NUMBERS: All trucks must have assigned numbers on both sides, roof, right taillight, and top right of windshield. Roof numbers must face passenger side of truck a minimum height of 18" and 3" in width. Only flat paint is to be used on windshield and tail light numbers - size min. - 3".

6.0 Gasoline and Fuel Cell

6.1 FUEL: Only automotive gasoline may be used. Gas shall not be blended with alcohol, ethers, or other oxygenates and shall not be blended with aniline or its derivatives, or nitrogen containing compounds. All fuel will be randomly tested. Defined automotive gasoline by speedway;

The only approved fuels are unleaded automotive pump 87, 89 or 93 octane fuels sold from a retail outlet containing a minimum of 7% to a maximum of 10% ethanol. Fuel must remain as sold from retail outlet. If race fuel is used only track supplied fuel may be used. No mixing of Automotive and Race fuel

Approved Fuel: VP race fuel C12

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

6.2 MANDATORY FUEL CELL: (Maximum 8-gallon) must be fully enclosed by steel. Bed must be completely sealed to protect the driver. Check valve required of vent line. Cell must be securely bolted to support braces connected off chassis with at least three 1" x 1/8" steel straps under fuel cell and two above so as not to have any movement. Fuel cell must be centered in rear of truck (behind rear end). Minimum of 6" from ground at lowest point. A crash bar must be placed at rear of truck to protect fuel cell, 1 3/4" tubing.

7.0 Tire and Wheel Rules

7.1 WHEELS: Steel 14" X 7" Mandatory wheel rule in effect.

Older Diamond double center wheels previously used will still be eligible for use.

Only Independent Racing Wheels are eligible for use. These are single center wheels. Rims must have equal off set from left to right including spacers. Maximum ½ inch wheel spacers permitted. No pressure relief valves allowed. Oversized steel lugs and extended 1/2" studs are mandatory.

Wheels may be purchased from: Independent Racing Wheels @ 508-671-0036

7.2 TIRES: NO TIRE SOFTENERS OR TREATMENTS OF ANY KIND ALLOWED. Tires will be subject to but not limited to durometer testing at any time. **Tires MUST be purchased from Seekonk Speedway. Tire manufacture TBA. Tire usage rule maybe affect will be posted before start of season.**

One mirror allowed maximum size 4". Must be on left side of driver close to door ledge and may not extend outside body.

MANDATORY SCANNER RULE IN EFFECT: Scanners only: See general rules.

*** Indicates changes from 2018 rules.**