



Seekonk Speedway Sportsman Division 2019 (12/21/2018)

1.0 Mechanical rules

1.1 NOTICE: When used in the rules, the term "stock" includes all after-market products. "Stock" components must conform to original equipment manufacturer specifications. No alterations to stock components or specifications unless outlined specifically in the rules.

GM Crate Engine option: The use of GM Circle Track Engine P/N 88958602/19258602 permitted. This is NOT mandatory. See Crate engine rule.

1.2 ENGINE: Only V-8 standard stock production cast iron engine blocks permitted. Maximum displacement: GM & FORD - 358; DODGE - 368. Original bore and stroke combination must be maintained. No internal painting or chemical coatings to engine parts permitted. Only normal engine balancing permitted.

1.3 *CRANKSHAFT: Only stock or direct replacements in nodular steel. Original stroke must be maintained + or -.015" Absolutely no lightening of any part of crankshaft permitted. Minimum weights GM-50 lbs. **Ford-302 38lbs** / 351W 52lbs. Mopar-54lbs

1.4 PISTON & RODS: Stock rods cast or forged steel. After-market permitted. No billet, stainless steel or aluminum permitted rods must be stock configuration to sizes, locations and appearance. Rod length must be stock for particular engine used. No lightening, beam polishing or exterior machine work allowed, except bob weight removal for balancing. When balancing the rods, one of the eight must remain untouched. Any rod bolt permitted. Free floating steel wrist pins permitted. Cast or forged 3 steel ring pistons only with all rings in place.

1.5 *CYLINDER HEADS: Only stock cast iron production or listed manufactures approved. Multi angle valve grinding permitted providing all cuts are centered off centerline of valve guide. The bottom cut not to exceed 1/2" into valve pocket. Maximum valve size 2.02" The intake and exhaust ports must remain in their original "as cast" configuration. Any sanding, polishing, relieving, grinding, chemical treating, abrasive-blasting alterations to the original form or addition of material to the ports or combustion chambers will be declared illegal.

Optional cylinder head specifications required:

Approved MFG: Dart S/S, GM# 93438648, Engine Quest# CH350I. valves 1.94" / 1.50"

WP - S/R Torquer. Ford M6049-L302, **Dart Iron eagle 180cc, WP Windsor Jr.** valves 1.95"/1.60"

GM Vortec casting numbers 10239906/12558062 must use 1.94" / 1.50" valves.

COMPRESSION RULE: All engines must have a maximum static compression ratio of 9.5:1 per cylinder. Engines will be tested with a "WHISTLER" device checking combustion chamber volume.

1.6 *VALVE TRAIN: Screw in studs, guide plates, lifter valley baffles and rocker poly-locks allowed.

After-market roller rockers permitted (GM-1.5 / Ford-1.6) No shaft mount, stud girdles or Rev-kits permitted. Any lift cam, No roller cams. Cam buttons permitted. Stock diameter straight barrel, double valve springs, may be used. Magnetic Steel retainers only. Only Stock diameter flat tappet, straight barrel lifters (Hydraulic or solid) permitted. Only steel timing chains no gear or belt drive permitted. Vent tubes and oil screens permitted. Only Steel or cast aluminum valve covers permitted. **No Evac breather systems.**

1.7 INTAKE MANIFOLD: Only stock two-barrel cast iron intakes permitted with no modifications. Option: Edelbrock Performer series intakes allowed. These intakes must remain as manufactured "Stock out of the box". Manifolds may not be altered, including bolt holes. No internal/external painting permitted. Only current designed intakes allowed (part number must be listed on outside). Approved part numbers are: Chevrolet 2101-2116, Ford 2121-2181, and Dodge 2176.

1.8 CARBURETION: Holley #4412 - #0-80583-1 or 4412BXX (Ultra XP) are the only carburetors eligible for use. You may change jets; remove the choke plate, change power valve, accelerator pump cam and accelerator pump discharge nozzles. Idle holes may be drilled in butterflies, air vents enlarged and metering plates are open. No modifications to increase or change air flow permitted.

NOTE: Inspection procedure shall include, Ventures and throttle bores for specific diameter and standard bore finish and butterflies and shaft for specific thickness and shape. Screw ends may be cut even with shafts, but screw heads must remain standard. Boosters for specific size and shape, height must remain standard.

Inspection tool: No-Go gauges spec's set by Holley. An adapter plate or spacer plate may be used Maximum of 1" in height plate may not be wedge shaped on either side, both top and bottom surfaces must be parallel. Port hole(s) must be vertical (90 degrees) to the surface with no beveling, tapering, or flaring. Only one gasket may be used of standard thickness.

1.9 *IGNITION: Only stock systems permitted 8 lobe cams only. No timing adjustment knobs. No after-market capacitive-discharge, MSD or Multi Spark systems permitted. Module must look like stock. Any coil, cap, rotor, condenser, wires and spark plugs, may be used. No other components permitted than what's listed above. Only one (1) 12-volt battery permitted. No 16V alternators. **Rev-limiter chip type only will be permitted.**

1.10 AIR CLEANER: Any type filter with maximum height of 3" permitted. Carb hats, ducts, baffles or dividers will not be permitted on or leading to the air cleaner. Top and bottom of air cleaner must be completely steel or aluminum. No functional hood scoops. No cowl induction systems. **Hood must be tight to windshield.**

1.11 OILING SYSTEM & OIL PAN: No remote oil filters. No oil coolers. After-market Steel oil pan is permitted must keep to stock appearance and have 1" inch inspection plug for tech, excludes crate engines.

1.12 MOTOR MOUNTS: Steel motor mounts may be used. Engine and mounts must remain in stock location. Minimum crankshaft height is 13" from center of crankshaft to ground, measured with driver. No engine plates.

1.13 PULLEYS: After-market belt pulleys are permitted. Belt Drive Accessories: Power steering pump, Alternator and Water pump may be aftermarket and must be driven from front of engine. Belt type open.

1.14 *EXHAUST: Headers permitted that are commercially produced with a maximum tube size 1 5/8" OD. Cross-over type not permitted. No step, Tri-Y, stainless steel or custom made headers. No merge or pyramid collectors. Maximum collector & pipe size 3" inch. Exhaust may not travel through driver's compartment and must exit underneath car past driver no further then rear end. Equalizer tubes not permitted. Thermal wraps permitted. Two (2) mufflers must be used, ANY make or model **"No inserts"** that is 12" LONG minimum (measured at body). All cars must meet sound level reading under 96 dB at 50 feet. Strictly Enforced!

1.15 COOLING SYSTEM: Radiator must remain in stock standard position. Any radiator may be used. Electric fans permitted. All cars must be equipped with an overflow tank located at the right rear of car. Water is the only allowed coolant. Aluminum water pumps permitted. No racemates – water pump/alternator.

1.16 ENGINE POSITION: All engines must be in stock location for chassis being used. GM chassis will use distance between centerline of bolts outlined, forward most fuel pump mounting bolt and the upper idler-arm to frame mounting bolt; measurement 8.75" +/- .25" so long as bolts are deem to be in stock location. Center of crankshaft must be within 1" of chassis centerline. Minimum crankshaft height is 13" from center of crankshaft to ground. No engine plates.

2.0 Drive Train

2.1 BELL HOUSING: 360-degree magnetic steel housing mandatory. No open bottom housings. 2" hole required for inspection of flywheel and clutch. Hole must be positioned on bottom.

2.2 CLUTCH: Stock replacement magnetic steel clutch permitted 10" inch minimum. Clutch cover and pressure plate must be completely STEEL. No trick or multi disc clutches permitted. Hydraulic clutch controls permitted. Complete clutch & disc minimum weight 17 lbs.

2.3 FLYWHEEL: Steel (magnetic steel) flywheel only. Minimum weight 16 lbs.
Crate engine must use GM P/N 14088646, 14088647 or 14088650 with no modifications.

2.4 TRANSMISSION: Must be stock manufactured through Ford, GM or Dodge. Only three or four speed types may be used. All gears forward and reverse must be in working order. No internal modifications or lightening of parts permitted must remain as original produced by OEM. After-market shifters permitted, multi-Lever type shifter assemblies if used must not have any of the rods exposed to driver, sheet metal (22 gauge) must cover area. No automatics permitted.

2.5 REAR END: Rear end may be locked with aluminum or steel spools. No lockers or similar assemblies. Gear ratio open. Mandatory - Only standard or full floater Ford 9" steel rear ends permitted. Center section (carrier) must be steel with solid steel axles. Yokes, hubs and drive plates and bearing supports must be steel.

2.6 DRIVESHAFT: Only steel drive-shafts permitted. It is mandatory to use two circular 360 degree steel brackets, minimum of 2" x 1/4" positioned near each U-joint.
(Drive-shaft must be painted white)

2.7 BRAKES: Only Steel calipers & rotors permitted. Drilling or lightening of rotors, drums, or calipers are not permitted. Two piece rotors permitted, steel hats only. All brakes must be in working order. Adjusting proportioning valves are allowed from front to rear only. Rear wheel disc brakes permitted.

2.8 CLUTCH & BRAKE PEDALS: After-market brake and clutch pedal assemblies may be used. The pedal assemblies with reservoir and cylinder may be located inside firewall area. Firewall may not be extended.

3.0 Chassis Specifications

3.1 CHASSIS: Any American made production chassis with a minimum stock wheelbase of 108" inches, from 1970 to 1988. Chassis may not be altered from stock appearance unless noted in the rules. Ford & Chrysler engines may be used with GM metric chassis; cross-member may be only altered for engine clearance. Reconstruction of chassis permitted from steering box forward and center of rear wheels back. Construction must resemble stock placement. Minimum 2" X 3" steel box tubing .083 thickness may be used. No other modifications, alterations, or fabrications allowed that change stock specifications. X-bracing permitted of chassis. No bars may travel under rear end housing. Wheel base must stay to specifications of chassis used within +/- 1/2 inch. **Option:** The use of X-Y-G Mandrel bend Johnson chassis, Inc as manufactured with no modifications is permitted. Chassis must fit Johnson inspection plates. Stock lower control arms must be used. Front & rear mandrel bend Johnson clip assemblies may be used on stock metric chassis. Location must be kept to the same as stock.

3.2 SUB-FRAME: Uni-body chassis may use sub-frame connectors. Only bolt in types allowed that travel straight back from front snout to rear leaf spring brackets. Tubing may be welded across connecting sub-frames, No part of roll cage can be welded to sub frame connectors. Sub-frame must be removable.

3.3 FLOORBOARDS: Steel minimum .031" Floors must retain stock position with right side no higher than (3) three inches from original location. Floor must extend full length of driver's compartment (front to back firewalls) All door bars on R/S must be visible.

3.4 FIREWALLS: Front may remain stock or reconstructed to original location using full width and length. All holes in firewall must be covered. Rear firewall may extend forward but not past main hoop bar behind driver. Firewalls must be magnetic steel, minimum of 22 gauge (.031") interior must be sealed from engine & fuel cell compartments. Crush panels may be made of aluminum, no more than 6" inches from body.

3.5 RIDE HEIGHT RULE: No lower than 4" inches for frame, body and ballast. (With driver)

3.6 BATTERY: Must be relocated behind driver in driver's compartment and enclosed in marine case or similar enclosure or behind driver in front of rear wheels under sheet metal forming firewall, no enclosure in needed here. Only one (1) 12-volt battery permitted. A master battery cut off switch must be located to right of driver within reach; switch must be clearly marked on/off. Switch must be located to center of dash or above tunnel.

4.0 Roll Cage

4.1 ROLL CAGE: Roll cages must have a four point symmetrical structure that fully extends from left to right equally. All major roll bars, including bars attaching the front hoop section to roll cage and rear bars off main roll bar to rear section of chassis, must be made from seamless mild or DOM magnetic round steel tubing, minimum 1 3/4" OD .090" wall thickness. No black iron or water pipe permitted. The main roll bar (behind driver) must be a continuous length of tubing with each end welded perpendicular to the top of the chassis or floor (1/8" plates). The roof bar must extend forward from the outer edges of the main roll bar and may not be offset to the chassis. The roof bar must follow the contour of the windshield as it bends across the front and maintain a close distance to the roof. One piece of tubing running diagonally or perpendicular between halo and centered is required. A center windshield bar is highly recommended. Vertical vent window bars must be used in door area. Four door bars required in each door area. The driver's side must be horizontal and equally spaced with six vertical bars connecting each horizontal 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.** All roll cage bars must be padded, anywhere within driver's reach. See diagram.

4.2 PROTECTION BARS: To protect driver a vertical bar in line with driver's shoulder, must be placed inside driver's side window area. A second bar, or bars, must be added near driver's feet: 1 3/4" inch tubing.

4.3 SEAT & SAFETY BELTS: 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. Seat must be located inside chassis main rails no further back then trailing edge of door and securely fastened per manufacture guidelines.

Seat belts should use a minimum 5-mount harness, securely fastened to roll cage or chassis per manufacture guidelines. Belts must be no less than 3" wide unless HANS device is used, then 2" wide. 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, and connect individually. Belt manufacturers date must not exceed (4) years.

Belts with no date will not be eligible for use. It is recommended to use head and neck restraint devices.

4.4 STEERING: One piece steering shafts not permitted. It is Mandatory to use two u-joints on the steering shaft, unless collapsible shaft is used. Connection at steering box must be changed to a solid U-joint, (no rubber). A quick release coupling on steering wheel is mandatory. Center of steering wheel must be padded with 2" fire resilient material.

4.5 WINDOW NET: Mandatory, ribbon or mesh type only. SFI rated. Must be hinged from bottom with quick release buckle or lever type latch.

5.0 SUSPENSION

5.1 JACKING BOLTS: Permitted at all four wheels above spring only.

5.2 LEAF SPRINGS: Steel only. Springs must remain in stock mounting position. Bushings may be after-market. Lowering blocks permitted. Shackles may be adjustable above spring. Slider mounts permitted.

5.3 COIL SPRING SUSPENSION: Jacking bolts or spacers permitted. Rear coil spring buckets may be fabricated and must be installed with coil springs centered directly above axle tubes. Cross-member between springs maybe altered or replaced. All coil springs must be 5" minimum diameter. Upper and lower trailing arms and location maybe changed. All mounts must be fixed with no movement. Trailing arms may be aluminum with steel rod ends, Arms must be straight with no attached devices. Upper links may be changed to one with no type of absorber used. Maximum trailing arm lengths, upper 18-inches / lower 24" inches (measured at center of pivot points). If arms are located closer to driver, ¼" steel plates must be positioned in front of arm to divert travel downward if connection is broken. Steel rod ends, spherical bushings or similar connections allowed. Pan hard bar permitted behind rear end only (coil spring cars only). Placement off pinion not permitted.

5.4 *SHOCKS: No adjustable or rebuildable. Steel only (sealed body) using OEM mounts or shocks 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: ~~Carrera—21 series: QA1—59 series:~~ AFCO - 14 series: Integra - 421 series. No changing or altering shocks in any way from OEM specifications.

5.5 SPINDLES: Stock or one piece after-market steel (cast Iron) replacement permitted must adapt stock rotors, calipers and steering components. Calipers must be mounted behind ball joints.

5.6 FRONT SUSPENSIONS: Lower A-frames & mounts must remain stock and may not be altered or moved from original locations. After-market bushings permitted. Stock tie rod ends (no heim joints) must be used for inner and outer connections, aluminum sleeves allowed between ends. Stock center link may be changed to improved geometry type, no modifications (No adjustable types). Sway bar must be in one piece form, Maximum size bar 1-1/4". Stabilizer links on sway bar may be changed. No adjustable front mounts on sway bar. After-market steel tubular upper A-frames permitted. A-frames must be one piece frame with steel cross shaft, lengths may be different. No adjustable frames. Ball joints maybe changed with similar types, must have tapered shaft, no bolts. Front upper A-frame mounts may be changed and relocated; mounts must be similar to stock no adjustable slide mounts.

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 FUEL CELL: The use of a fuel cell is mandatory, 22 gallons maximum. The fuel cell must be mounted to the center of the chassis and be no lower than 10" from bottom of fuel cell to ground. Fuel cell must be encased in steel container of no less than 22-gauge steel. Minimum of (3) steel braces must be used under fuel cell going from front to back of cell and two braces on top for support. A crash bar must be mounted at rear of vehicle to protect fuel cell 1 ¾" tubing. Crash bar must utilize four vertical braces. No bars above or below rear bumper.

6.3 FUEL LINE: From carburetor to fuel cell must travel in a safe manner under car. Only a steel fuel filter may be used. No electric fuel pumps. Mandatory: Fuel line safety valve OBERG SV-0828 **or SFI #FPF.FSV** must be used installed as fuel exits the cell also check valve on vent.

7.0 Body Specifications

7.1 BODY: 1970 to 1988. Bodies may be steel or aluminum and be the same manufacture as engine. Ford and Chrysler may use GM metric chassis. **Front and rear bumper covers must match the year and model of body**; Dominator rear covers not permitted. All bodies must keep their stock dimensions, angles and curves that are recognized as the factory production make, model and year. "A" posts must be metal or fiberglass. "B" post may not have any air flow devices attached to them, No roof/body vanes, No side windows. Minimum roof height 48" inches / Haltin bodies 50" inches, measured at center. Rocker panel skirts permitted must meet ride height. Tires may not extend outside body panels. Body material must be rolled under around tires to avoid sharp edges. All cars must have a full dashboard in front of driver. After-market Fiberglass Hoods and Roofs permitted. Rear window must be braced to prevent collapsing. Air cleaner must remain under hood but must not push hood up that changes its stock slope, no holes, air boxes or cowl inductions; **hood must fit tight to windshield**. A rear bumper under rider permitted that is recessed 4" inches inward from outer face of bumper and no lower than 4" inches from bottom of cover. Must be straight down with no angle and extend only as wide as inner tread width. **Non-conforming bodies will be asset weight or spoiler height restrictions.**

Body option rule: Haltin customs offers the only fiberglass bodies authorized by Seekonk Speedway for newer style Camaro & Mustang and Dodge Challenger, no mixing or matching other body panels with this manufacture. All bodies must carry Haltin tag to be authorized. Bodies may be used on any chassis and engine combination. Haltin Customs phone# 401-592-0123 or www.haltincustoms.com

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. If there is a failure to comply the track can reduce purse payouts.

7.2 SPOILERS: Rear mounted spoiler on trunk deck may be used. Maximum blade height 5" inches / Haltin 4" inches. Width must not travel past edges of body. Base may not be extended from trunk. Ends of spoiler may not be boxed in and no forward mounting brackets. Top 3" inches must be clear Lexan only, aluminum base permitted 2" inches. Maximum height all spoilers from ground 40" inches.

7.3 RUB RAILS: If used, must be carbonate type 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.

7.4 FRONT & REAR BUMPERS: After-market fully enclosed nose or tail covers may be used. Front and rear covers must be the same year and model of the body. **Bumper heights must be 16" to center front and rear**. Stock OEM bumpers must be used if exposed and be capped if cut, and connect to body. No sharp edges. No bumper over riders on front or rear unless between bumper and body and out of normal site.

7.5 WINDSHIELD: All glass must be removed. Windshield must be replaced with clear Lexan, 1/8th inch minimum. A minimum of two straps, 1" inch by 1/8th inch, must be installed inside to center of windshield for support. Rear quarter and side vent windows permitted (vent window must not pass by top of windshield) rear windows may be used. All Lexan must be clear no tinted types or shading permitted. No stickers blocking driver's view permitted. **Driver's last name must be placed across top of windshield.**

7.6 CAR NUMBERS: All cars must have numbers on sides and roof. Roof numbers must face passenger side of car. All numbers minimum of 18 inches in height, and 3" inches in width. Numbers 3" in height must be placed on right side to top corner of windshield and rear corner of car. Only track issued numbers may be used.

8.0 Tires and Rims

8.1 WHEEL STUDS: Minimum diameter is 1/2" inch. Studs must extend even with, or beyond lug nuts. Oversized magnetic steel lug nuts are mandatory on all four wheels.

8.2 WHEEL SPACERS: Not permitted.

8.3 WHEELS: Any Steel 15" x 7" wheel. Minimum weight 20 lbs. Offset must be the same from left to right. Maximum tread width 72" inches from outside of tires at spindle height. Pressure relief valves not permitted.

8.4 TIRES: A mandatory tire rule will be announced prior to track opening date. No tire softeners or treatments allowed. Strictly enforced! Tires will be subject to durometer or sniffer testing.

9.0 Weight Rule

9.1 WEIGHT: Weight will be determined at track scale by right side weight only. Driver must be sitting in driver's seat in full racing suit with helmet. Minimum right side weight will be 1,400 lbs. No fluids or solid weight may be added after race. Any dislodged weight cannot be added after race. Only lead permitted as ballast no tungsten or other exotic metals. Ballast must be securely mounted in two places directly to the frame or plated below the floor, using at least two ½" diameter bolts. Weight must be in solid block form. No more than 3" away from main frame rails to outside of car. Uni-body cars will be measured from frame in front of rear wheels, No weight allowed in rocker panels. Any Ballast behind rear wheels if lower then frame must be mounted off 2" x 3" steel box tubing supported off frame. No ballast can be positioned past fuel cell. No ballast is permitted inside driver's compartment of car. No weight shifting devices. NOTE: All added weight to car must be painted white with car number marked in red.

Heights: All heights will be measured with driver. 4" frame height, 13" crankshaft height, 10" Fuel cell height. Rear spoiler 40". Roof height 48" / Haltin bodies 50" measured at center.

Mirror: One mirror may be used maximum size 4". **Mirror if used must be on the left side of driver close to door ledge and may not extend outside body.**

Scoring transponders are required on all cars: Make - AMB transponders. Transponder must be 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.

Mandatory scanner rule is in effect per general rules. Freq - 464.500 No 2-way radios.

***Indicates changes from 2018 rulebook.**

Crate engine option

The GM crate engine can be purchased from any dealer. 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. We are committed to this program and the future of its success. If the speedway discovers that any competitor tampers with their crate engine, the speedway will impose strict penalties as outlined in section 12.0 of the General rules. We thank you for your participation and we hope you enjoy your racing this year. Questions regarding this engine package contact Nat's racing engines 508-336-4142

CRATE ENGINE CARBURETOR: Holley #80540 1 or 2. Part number must match! You may change jets, change the power valve, and accelerator pump cam ONLY. No modifications to increase or change airflow permitted. Only (1) one ½ inch aluminum open hole spacer may be used with standard gaskets. No "airflow" control devices may be used in air cleaner. 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.

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 head and neck restraint device.