



Seekonk Speedway Late Model Division 2008 Official Rules

1.0 Engine Specifications

CRATE ENGINE: The GM Circle Track Engine P/N 88958603 will be the engine of choice at Seekonk Speedway. Other engines will be eligible for use with a weight penalty. There are specific guidelines to follow for the Crate engine. See Crate engine rule.

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 rules.

1.2 PISTONS AND RODS: Any piston may be used. Only solid magnetic steel connecting rods permitted. Stainless steel connecting rods are not eligible for use. Rod journal size must be standard to engine manufacturer.

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. Main journals may not be drilled. Counter weights cannot be knife edged, polished, or undercut. Minimum crankshaft weight 46 lbs.

1.4 CYLINDER HEADS: Stock Cast Iron production only from GM, Ford and Dodge. GM Vortec heads not permitted. Port matching or flow work is not 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, or combustion chambers, will be declared illegal.

COMPRESSION RULE: Engines must have an absolute maximum static compression ratio of 10.5:1 per each cylinder. Engines will be tested with a "WHISTLER" device checking combustion chamber volume. Inspection note: Upon inspection of engine for compression and displacement, a seal may be attached to engine. Two center bolts on passenger side of intake must be drilled to accept inspection seal.

A. 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 it's 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.

B. Maximum valve size 2.05" No Titanium valves. Titanium retainers permitted.

C. Approved valve angles not to exceed two degrees from stock.

Chevy 23 degree. Ford 11 degree. Dodge 15 degree.

1.5 INTAKE MANIFOLD: Edelbrock Performer will be the only eligible intake manifold permitted. This manifold must remain as manufactured "Stock out of the box". Only current designed intakes allowed. Older designs (with out external numbers) will not be permitted. No internal/external painting permitted. Part numbers may not be removed or altered on any intake. GM - #2101 FORD - #2181,2665,2750,2782 DODGE - #2176

1.6 VALVE TRAIN: Only magnetic steel camshafts may be used in stock location. Only magnetic steel, flat tappet, straight barrel lifters (hydraulic or solid) permitted. Roller rocker arms, guide plates, and stud girdles permitted. Rev-kits or similar devices not permitted. Only cast aluminum or steel valve covers permitted. Rocker arms for all GM and Ford engines must be an independent single stud type. Shaft rockers and Offset rocker arms are not permitted with the exception of ford M-6049-N351 cylinder heads intake valve only.

1.7 TIMING CHAIN: Any type magnetic steel chain permitted. No gear or belt drive.

1.8 CARBURETOR: Non-Crate engines will use the Holley #R4412 or #0-80583-1. You may change jets, remove the choke plate, change the power valve, accelerator pump cam, and accelerator pump discharge nozzles. Idle holes may be drilled in butterflies and air vents enlarged. Choke horn may not be removed. No modifications to increase or change airflow permitted. A "carb hat" is the only airflow control device to be used with the air cleaner. Top of air cleaner must be completely steel or aluminum. Air may only be drawn in from sides of air cleaner assembly. Air box permitted.

NOTE: Inspection procedure shall include Venturi(s) 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.

1.9 CARBURETOR ADAPTER: No-Crate engines will use one 1" (inch) adapter. Only one standard gasket allowed per side. (Maximum .075" thickness) No wedge shaped mounting surfaces, 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. No additional opening for the induction of air allowed.

1.10 IGNITION: Only stock OEM systems permitted, 8 lobe cam only. No timing adjustment knobs. No after-market capacitive-discharge, MSD or Multi Spark systems permitted. Module must resemble stock OEM. Any coil, cap, rotor, condenser, wires and spark plugs may be used. Crank triggers and magnetos may not be used. Adjustable retard or ignition delay devices or external RPM limiters 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) battery permitted in car.

Note: Crate engines must use distributor P/N 1104067 supplied with engine with NO modifications permitted. GM stamped module must be used.

1.11 OIL SYSTEM: Only a WET sump system may be used. No oil coolers, tanks or accumulators permitted.

1.12 BELT DRIVE COMPONENTS: Listed components must be driven off a belt drive system from the engine or driveline: Water Pump, Alternator, Power Steering Pump. No electric drive systems permitted. Rear end mounted power steering pump or alternator permitted.

1.13 COOLING SYSTEM: Radiator must remain in a standard position in front of engine. All cars must be equipped with an overflow tank. A hose off overflow tank must exit water out the RIGHT rear of car. GM - only steel water pumps accepted. Electric fans permitted. Water is the only coolant allowed.

Crate engine: May use Aluminum water pump. Racemate permitted.

1.14 FUEL SYSTEM: Electric or belt drive fuel pumps not permitted. No cool cans. FUEL: All fuel for Late Model competition must be purchased from the tracks approved supplier listed below 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: Announcement will be made before start of season.

1.15 EXHAUST SYSTEM: Headers permitted under these guidelines. Stainless steel not permitted. Headers must be commercially manufactured using a steel primary tube of 1 5/8" outside diameter and collector maximum 3". Headers may not be step type, reversion, anti-reversion, venturi multi or 180 degree. No devices to reduce the interior diameter of the exhaust pipe permitted. (Heat coatings and thermal wraps permitted.) Equalizer tubes, 2 into 1 connectors are permitted. Exhaust must extend past driver underneath body. Exhaust must dump towards ground. Mufflers are mandatory and must not exceed 96 db sound level.

1.16 ENGINE POSITION: All GM engines must be located so the center of the forward most sparkplug hole is ahead or inline with center of upper ball joint. Ford and Chrysler engines may be located so that the front of the cylinder head on the right side is in line with the center of the upper ball joint. All engines, center of crankshaft must be within 1" of chassis centerline. Minimum crankshaft height is 11" from center of crankshaft to ground. No engine plates.

2.0 Drive Train

2.1 FLYWHEEL: Steel only. Crate engine must use P/N 14088765 unaltered.

2.2 CLUTCH: Cars using crate engine may use Quarter Master V-Drive 7-2.5 P/N 298103 or 298153 (2) disc ONLY. No other clutch permitted. All other cars must use Stock type single disk 10" minimum. Clutch cover and pressure plate must be completely magnetic steel.

2.3 BELL HOUSING: Safety magnetic steel bell housing mandatory. No open bottoms permitted. Fabrication of removable bottom of housing permitted. Gauge of steel must be consistent throughout housing.

2.4 STARTER: The starter must be in working order and mounted in stock location. No reverse mount starters.

2.5 TRANSMISSION: Only O.E.M manufactured 3 or 4 speeds from Ford, GM, or Dodge. No over/under drives or special production. All transmissions must have three (3) forward gears and one reverse in working order when shifted from driver's compartment. Forward gears must be OEM angle cut magnetic steel. No gun drilled transmission shafts. Automatics not allowed. Final drive gear must be 1 to 1. No other forward gear ratios may be higher than 1.23 to 1. The transmission CANNOT be used to change rear end ratio in final drive. Steel yokes only.

2.6 DRIVESHAFT: Only a magnetic steel driveshaft permitted. It is mandatory to use two 360-degree steel brackets around driveshaft 12" inches away from U-joints. One 180-degree steel bracket positioned inline with driver. All brackets must be a minimum of 2" x 1/4" (Driveshaft must be painted white).

2.7 REAR END: Full floater closed tube type mandatory. Quick-change rear end permitted. Non-quick change or front mount quick change not approved. Axle tubes must be magnetic steel and of equal length. Cambered axle tubes not permitted. Ford 9" steel rear end, Measurements from the left or right hub to center of pinion must be equal. Center of pinion must be within 1/2" of centerline of chassis. Only solid magnetic steel axles allowed. One-piece locked spool differentials mandatory. Aluminum or Magnesium carriers not permitted with ford 9". Drive plates must be in one-piece solid form, no rubber or gear plates permitted. Aluminum 5 x 5 or wide 5 hubs permitted, their dimensions must agree from left to right (See rule 4.2) Maximum tread width 76" measured from outside of tires. No Aluminum yokes. Crate engine has no gear rule. All other engines: Ford 9" 6.00 Max / Quick change 6.03 Max.

2.8 BRAKES & HUBS: Only cast iron single piston calipers permitted. Brakes must be used on all four wheels in proper working condition. Only magnetic steel round rotors permitted- minimum .810" thickness. Scallop style rotors not approved. Adjustable proportioning valves are permitted only adjusting front to back, not at each wheel. No ABS systems permitted. No brake fluid coolers/recirculators. Hubs may be replaced with racing after-market steel or aluminum 5 x 5 or wide five hubs, no magnesium. Front and rear hubs must have the same dimensions from left to right.

Wheel Bearings: Must be magnetic steel roller bearings and bearing races. The bearings, races and seals must be assembled separately in the hubs.

3.0 Chassis Rule & 2 snout options

OPTION A - STOCK SNOOT: Front section must be a product of GM, Ford or Chrysler. Front snout must remain stock, no sectioning permitted. Crossmember may be cut for engine clearance. Crossmember may not be moved from original location. Lower A-frames must be mounted in stock location. Both A-frames must be of equal length. From lower ball joint to frame rail kickout, must be no less than 24" of original snout.

OPTION B - 2" x 4" TUBE SNOOT: A GM type front steer tubular front sub-frame may be constructed per these guidelines.

The front sub-frame must be attached to the center of the frame and 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 in the front of the steering assembly, with a total of 42" to each side using 2" wide by 4" high steel box tubing with a minimum .083 wall thickness. Tubular snout assemblies must maintain a dimension of 32" from the center of the left side to the center of the right side tubing at any point across the snout. Front frame extensions using 2" wide by 3" high, minimum .083 thickness, steel tubing must be welded to the end of the sub-frame. The jacking bolt plates assembled on each side must be attached to the 2" x 4" structure. The center of the two jacking bolts, (center of spring), may not be more than 40" apart, measured across the snout. Front springs must be in a vertical position with no more than a 5-degree angle. A distance of 24" must be maintained from the leading edge of the kickout to the centerline of the front crossmember. The sub-frame crossmember shall be constructed to equal 2" high by 3" wide steel tubing with a minimum of .083 wall thickness. The mounting points for the lower A-frames shall be 14-1/4" at the rear and 8-3/4" on the front. When measuring either the right or the left side, the distance from the centerline of the bottom ball joint to the centerline of the sub-frame

must be equal.

NOTE: Lower A-frames may be after market or fabricated for use with any front snout per these guide lines. A-frames must be similar to stock and constructed from magnetic steel. No part of the A-frame may be adjustable. Mounting points to frame may not use heim joints.

3.1 CHASSIS: Main frame rails, from front snout to rear clip must run parallel to each other and constructed from 2" X 3" or 2 1/2" x 2 1/2" magnetic steel box tubing of no less than .120" wall thickness. Main frame rails must extend the full width of the roll cage Minimum of 44". Front and rear extensions to front snout and rear clip must be minimum .083" wall thickness using 2" X 3" or 2 1/2" x 2 1/2" steel box tubing. The distance to the outside edge of the frame rails from left to right must be the same, measured from the centerline of the chassis. The total Measurement from outside edge of side frame rails must not exceed 60" and be no less then 54". Rear clip construction minimum 2" X 3" or 2 1/2" x 2 1/2" steel box tubing with a minimum .083" wall thickness. Rear clip must be connected to the center of the main frame rails and extend pass the fuel cell. No offset in chassis permitted.

A. No holes may be cut in main frame rails to lighten chassis.

B. Wheelbase 105" minimum; 1" tolerance.

C. Ground clearance 4" for frame, body, and ballast. (With driver)

D. Full passenger side enclosures are not permitted.

E. Battery must be forward of rear end inside rear frame rails.

3.2 ROLL CAGE: Roll cages must be a four point symmetrical structure, fully extending between both main frame rails. The main roll bar, (behind driver), must be a continuous length of tubing with each end welded perpendicular to the top of the main frame rails, with the top of the main roll bar having a minimum height of 36" from top of frame. The roof bar must extend forward from the outer edges of the main roll bar, keeping its centerline within 1" of the centerline of the chassis, and remain parallel to the main frame rails.

The roof bar should follow the contour of the windshield as it bends across the front maintaining a minimum height of 35" from top of frame.

A center line roof bar must be welded from the main roll bar, forward to the roof bar, or from the right rear corner to left front corner. Center windshield bar is highly recommended. The door bars on the left side must have a minimum of four (4) bars equally spaced from top to bottom. These bars must be welded horizontally between the vertical uprights of the main roll bar and the front roll bar legs with two rows of vertical bars (min. 6) connecting each horizontal bar. The right side door area must have the minimum of three (3) door bars. A dash panel bar must be a continuous bar with no bends welded beneath the dash panel between the two front roll bar legs. The minimum height of both top door bars and dash bar 22 1/2" from bottom of frame. **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 from top bar down 17" inches. Door plates must be bolted or welded in place.** Vertical vent window bars must be welded from the top door bars to the side of front roll bar legs. All major roll cage members including bars attaching front "hoop" section from roll cage uprights, and rear horizontal bars from back of main roll bar to rear frame section, must be made from seamless mild or DOM round magnetic steel tubing, minimum 1-3/4" OD .090" wall thickness. Connecting points of the roll cage must be welded completely. Offset roll cages not permitted. Inspection note! Sonic testing or an inspection hole test will be performed on all tubing on the roll cage and chassis with a minimum wall thickness rule. Refer to diagrams of roll cage and chassis for specific areas of compliance testing.

3.3 FUEL CELL: 22 gallons maximum. Fuel cell must be centered between frame rails, and positioned behind rear end. Fuel cell must have (8") eight inch ground clearance, measured from bottom of fuel cell to ground. A minimum of three steel braces must be used under fuel cell, and two above for support. Fuel cell must be fully enclosed by a steel box constructed of minimum 22-gauge steel. A crash bar with four vertical bars must be mounted at rear of vehicle to protect fuel cell, using 1 3/4" tubing. If additional bars are used at the rear of the vehicle, and vertical bars are used below the rear bumper, there must be one horizontal bar connected to the bottom which must bend at both ends back under the vehicle. No bars may extend pass the rear bumper. No sharp edges.

3.4 FUEL LINES: All fuel lines must be placed in a safe manner through out the car. Fuel shut off (vacuum type) check valve and standard check valve on air vent is Mandatory. Fuel filters mounted near rear of chassis must be located near top fuel cell towards the center of the car. No plastic or glass filters permitted. Fuel must go from fuel cell to carburetor, and cannot pass through any performance enhancing devices. Vacuum type check valve manufactured by Fuel Safe.

4.0 Suspension

4.1 JACKING BOLTS: Permitted on all four wheels. Adjustments must be above spring.

4.2 FRONT SUSPENSION: After-market upper and lower A-frames may be used. Upper A-frames must be in a one-piece form with a cross shaft. See rule 3.2 on lower A-frames. No adjustable arms, or heim joints, permitted on any A-frame. Ball joint type mounts must be used connecting to spindle. Spindles may be OEM manufactured or after-market one-piece magnetic steel only. No offset spindles. Any type sway bar permitted. Front tread width must not exceed 76" Measured from outside bulge of tires at spindle height.

4.3 REAR COIL SUSPENSION: Only one (steel) spring 4 3/4" minimum diameter permitted per wheel. Springs must be on a solid no-moveable structure. No hydraulic spring perches. Shocks may not be placed inside coil spring. No coil spring eliminators. Only a three-link system may be used with solid mounts or rubber biscuits, No spring rods or shocks permitted. No floating brackets permitted. Suspension parts may only be adjustable at place of mount. 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. Titanium and carbon fiber suspension parts are not eligible for use.

4.4 *SHOCKS: One shock per wheel. Only Steel bodies and shafts. No remote control devices, external attachments or any external adjustments, except schrader valves. Shocks must have part numbers and MFG label. Shock option 2008: KONI 30 Series as listed below are eligible for use; these are approved for ACT Late Model competition. No changing, altering or rebuilding to valving permitted.

KON30-7436	KON30-9325
KON30-7325	KON30-9436
	KON30-1309

4.5 *STEERING: Rack and pinion or slide box not permitted. One-piece steering shafts not permitted unless collapsible shaft is used. The Minimum of two u-joints is mandatory. Only an OEM steering box accepted. After-market steel center link permitted. Stock tie rods ends or Steel heim joints may be used on pivots points from center link to spindles. Idler arm and pitman arm may be after-market. A quick release coupling on steering wheel is mandatory. Center of steering wheel must be padded with at least 2" resilient material.

5.0 Body Requirements

5.1 BODIES: The car body must be acceptable to tech officials and meet the following requirements. American made bodies manufactured from 1990 to 2007, Steel, aluminum, plastic and fiberglass permitted. No Carbon Fiber.

Eligible Bodies listed:

Chevy-Monte Carlo / Lumina

Dodge-Intrepid / Avenger / Charger

Oldsmobile-Cutlass

Pontiac-Grand Prix / Regal

Ford-Taurus / Thunderbird / Fusion

Toyota-Camry

All other makes and models must be approved by Seekonk Speedway.

No dirt, Outlaw or "Downforce" style bodies. Bodies must be mounted center to chassis. Side skirts must meet ride height. Original dimensions of all bodies must remain as manufactured. Straight or slab sides will not be permitted. All cars must have full and complete bodies with No chopping, channeling, or narrowing of bodies. The angle of trunk and hood must maintain presentable stock bodylines. Rear of body must be complete with no cut outs or venting holes. Hood must be in original position. No dirt type front header panels permitted.

Cars must use complete nose and tail section for the make model and year body used.

Minimum roof height is 46" measured 10" back from top of windshield and 45" at 6" forward rear window. No aerodynamic angle pieces on outside of car permitted. No air venting holes allowed anywhere on the body below the window line, except in front nose. Side window openings must retain stock dimensions. Side windows not permitted. Any internal aerodynamic panels inside window area, maximum 4" from outside of body. Side vent windows may be used providing they do not travel past top portion of windshield from top to bottom. Rear window must be enclosed and must be same size as original, No concave windows. Venting holes may be placed 3" up from bottom of rear window. Hole maximum size 3". Only clear Lexan (No tinted) must be used for front and rear windows and be no less than 1/8" thickness. No stickers or painting to obstruct driver's view through car allowed. Front windshield must use the minimum of one center support brace. 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 from top horizontal door bar between front cage upright and rear main hoop must slope downward towards drivers.

NOTE: Bodies may be interchanged between manufactures.

5.2 WINDSHIELD: Must be clear Lexan, (no tinted) of no less than 1/8" thickness. Minimum of 2 straps 1" x 1/8" must be installed to center of windshield inside for support. Straps must connect to roof panel and dash panel. Any type material may be used.

5.3 SPOILER: On trunk - maximum dimensions 5" high and 60" long, measured across the rear. Maximum of four braces may be used (1" x 1/8" only) to support spoiler from behind, no forward mounting brackets permitted. Ends of spoiler must be open, no boxing or vanes permitted. Spoiler cannot exceed outer contour of body at the base and the top edge of spoiler may only angle toward rear of car 1/2" max. Top of spoiler to ground can not exceed 41". Spoiler must be clear Lexan. No painting or stickers used.

5.4 FRONT AIR DAM: or front spoiler, is to be no lower than 4" from ground and cannot be more than 47" from center of front wheel, to front of spoiler. Underbody airfoils not permitted past front wheels.

5.5 RUB RAILS: If used, must not extend more than 1/2" away from body maximum 1" in diameter and of equal thickness and length on both sides. Only one per side located at spindle height. Ends must be tapered and capped NO SHARP EDGES. Only round head or counter sunk bolts may be used to support rails. Jack post must not protrude from body.

5.6 SEAT AND BELTS: The following is recommended, custom manufactured HIGH BACK (for racing), aluminum seats acceptable to track officials permitted. 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 with four bolts (min. 3/8) with large washers to the bottom, and two at the top of seat to roll cage. Seat must be located to the inside of main frame rail. Safety belts must use no less than a 5-point harness securely fastened to the roll cage or chassis with min, 3/8 bolts. 6-point harness highly recommended.

Belts must be no less than 3" wide. When HANS device is used, 2" wide shoulder harness may be used. A quick release mechanism must be fastened to lap belt. The shoulder harness must be attached to roll bar behind the driver's seat, Y-type shoulder harness NOT permitted. Where the harness crosses the roll cage, it must pass through a steel guide welded to the roll cage that will prevent the harness from sliding side to side. A center crotch belt (2" min. width) must be used and securely mounted to the lower seat frame. Manufactures date must not exceed 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 a head and neck restraint device.

5.7 BATTERY MASTER SWITCH: A master "ON-OFF" switch must be located on dash panel within driver's reach. Switch must be clearly marked on/off.

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

5.9 CAR NUMBERS: Must be a minimum of 18" in height and 3" in width. Numbers must be on both doors and roof. Roof numbers must face passenger's side of car. Numbers 3" in height must be placed in top hand corner of passenger side windshield and right rear corner of bumper below spoiler. Only track issued numbers may be used. Gold or silver numbers are not permitted.

5.10 WHEELS: Only magnetic steel wheels 15" x 8" permitted. Any offset maybe used that falls under the tread width rule (76" front and rear) No spacers in any shape or form permitted. Minimum of five magnetic steel wheel studs and lug nuts permitted per wheel. Wheel weight rule in affect: Wide five wheels - 15lbs minimum. 5 x 5 wheels - 18lbs minimum.

5.11 TIRES: A mandatory tire rule will be announced prior to track opening date. No tire softeners or treatments allowed. This rule means nothing can be applied on tires at all and will be strictly enforced! Tires will be subject to, but not limited to durometer testing. The track will impose a tire purchasing restriction to control tire usage.

6.0 Car Weight

6.1 * Minimum weight - 2900 lbs.
Non crate engines add - 75 lbs.

All cars will have a 56% maximum left side rule. All weights are determined with driver in full racing suit with hands on steering wheel, feet straight ahead not crossed and helmet on head or in lap. No fluids or solid weight may be added to car after race. Any dislodged ballast cannot be added after race. Ballast must be securely mounted in two places directly to the frame. Ballast must be in solid block form. No weight shifting devices. All ballast connected to main frame rail between front and rear wheels may only be 6" inches away from left frame rail to outside of car. Ballast positioned behind rear wheels must be mounted off 2" x 3" steel box tubing. No more than 3" inches away from left side frame rail to outside of car.

NOTE: All added weight to car must be painted white.

ACT cars will be allowed to race at any event, cars must run by ACT rules at 2900 lbs. This is finishing weight - (2) two race limit.

Height checks: All heights will be checked with driver in car, including 4" ride height, 46" roof height, 11" crankshaft height, and 8" fuel cell height.

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

*** Two way radios permitted for 2008. See general rules for details.**

Crate engine rule 2008:

The GM crate engine can be purchased from any GM dealer. All engines before they are eligible for use must be sent to the tracks designated engine builder (Nat's Racing Engines) to perform a dyno run and install the tracks inspection seals. There are certain components you will not be able to change, some components are part of the engine when purchased from GM, and others will be added by Nat's racing engines. The base engine (P/N 88958603) 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 GM and Seekonk Speedway may not be removed or tampered with in any way. Nat's racing engines only must complete any repairs or future rebuilds. The components listed below are the items added by Nat's racing engines. These parts can not be altered with out written permission from Seekonk Speedway. If the speedway discovers that any competitor tampers with their crate engine, the Race Director will impose strict penalties, as listed in the General rules, under Crate engine rules section 12. We thank you for your participation and hope you enjoy your racing this year.

Questions regarding this engine package please contact:

Nat's racing engines 508-336-4142

- * **6 1/4 Harmonic Balancer Fluidamr/TCI**
- * **4 bbl Carburetor / Holley 600 # 805401**
- * **Carburetor spacer / Moroso # 64930**
- * **Flywheel # 14088765 (Late model only)**
- * **HEI Distributor #1104067 (Late model only)**

These components are mandatory and can not be replaced or modified.

CRATE ENGINE CARBURETOR: Holley #805401. You may change jets, change the power valve, and accelerator pump cam ONLY. No modifications to increase or change airflow permitted. No "airflow" control devices to be used in the air cleaner. Top of air cleaner must be completely steel or aluminum. Air may only be drawn in from the sides of air cleaner assembly. Cowl air induction permitted.

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.

CRATE ENGINE CARBURETOR SPACER: Only one (1) Moroso P/N 64940 spacer plate permitted with no modifications. Only one standard gasket allowed per side. (Maximum .075" thickness).

Any question to these rules please contact David Alburn 508-336-7443

* Indicate changes from the 2007 rulebook.

R1