



Seekonk Speedway Sport Trucks 2009

Official Rules

1.0 General Specifications

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

Option of V8 engine is offered with specific rules. Follow them throughout the rules.

1.1 MINI-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 Hardbody
Toyota Tacoma – (Dodge Ram 50 deleted 2009)

1.2 ROLL CAGE: Roll cage must have a four point symmetrical structure fully extended from left to right connecting from the side rail kickouts 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 tubing connectors to frame rails must be 2" x 3" and of equal length on each side, no less than .083" wall thickness. No holes may be made in the frame rails, connectors, or any part of the original truck's frame within the roll cage area. Offset cages are not permitted. Top halo bar (above driver's head) cannot be offset. Halo must be a maximum of four inches away from roof, measured from bottom of tubing and no more than two inches away from upper doorframes. Roof halo bar must have a minimum of one full cross bar. Minimum of three (full-length) door bars located in right side door area are required. These bars may be .065 " wall thickness. Four horizontal door bars are 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 the top of the door bars to the side of front roll bar legs. Roll bars may extend to front of chassis. Only 2 roll bars may connect at top of rear hoop behind the driver, 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. The following is recommended for racing. Only custom manufactured, HIGH BACK 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 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. Seat must be NO LOWER than 4" measured from the bottom of the stock chassis and inside 2" x 3" frame area fabricated for roll cage. 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 with min. 3/8" bolts. 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. The shoulder harness must be attached to roll bar behind the driver's seat. Y-type shoulder harness is 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. 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.

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

Four cylinder and V8 engines are eligible for use. All engine components must remain stock unless otherwise noted in the rules. Stock bore and stroke combination must be maintained. Maximum .040" overbore is permitted on all engines. Internal polishing, porting, abrasive cleaning, painting or coating of engine parts is not permitted. Four cylinder engines allowed per listed rules.

Ford-2.3cc, Toyota-2.4cc, Chevy-2.5cc, Nissan-2.4cc

2.1 NO ROTARY OR TWIN-CAM ENGINES. No Turbo-chargers or super-chargers are permitted. Marine engines are not eligible for use

2.2 CARBURETOR: 350 CFM. HOLLEY #7448 or #0-80787. Carburetor must come as purchased from Holley with only the listed modifications permitted: Choke butterfly removed, change jets, change power valve, accelerator pump cam and discharge nozzles, idle holes drilled in butterflies, air vents enlarged. Only standard gaskets (under carburetor) may be used (.075" max. thickness). Functional hood scoops, 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. Air may only be drawn in from the sides of air cleaner assembly. No cowl air inductions. Modifications to increase or change airflow "NOT" permitted. Carburetor is subject to inspection with no-go gauges.

2.3 INTAKE MANIFOLD: Stock or after-market intake manifolds permitted. No porting, polishing, or abrasive cleaning permitted. Intake may only use one 1" (inch) spacer or adapter for carburetor. If intake has a welded-on carburetor flange, only necessary grinding is permitted to welds.

2.4 CAMSHAFTS: Any cam lift permitted. Roller-style camshafts or after-market rocker arms not permitted. Lifters must be stock diameter for the type engine used. Any style steel valve springs and retainers are permitted. Cam buttons are permitted.

2.5 CYLINDER HEAD: Only stock OEM production permitted. The cylinder head must be completely cast iron or aluminum in stock application. Maximum of two valves per cylinder. The intake and exhaust ports must be in the original "as cast" configuration. Any sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, alterations to the original form, or the addition of materials to the ports or combustion chamber, will be declared illegal. Only stock diameter valves, as used in production are permitted. Multi angle valve jobs permitted with the final cut (bottom) no more than 60 degrees and 3/8 inch pass valve seat. All cuts for valve job must be off center of valve guide. No titanium or carbon fiber engine parts permitted.

COMPRESSION: Engines must have a maximum static compression ratio of (10.5:1) per each cylinder. Testing will be done with a "WHISTLER" device measuring combustion chamber volume of tested cylinder.

2.6 PISTON & RODS: Stock OEM forged steel rods. After-market steel rods are approved. No Billet rods. Rods must be OEM configuration to size and appearance. Rod length may be changed. No lightening, beam polishing or exterior machine work allowed, except bob weight removal for balancing. When balancing the rods, one of the four must remain untouched. Rod bolts may be changed. Free floating (steel) wrist pins permitted. Stainless steel connecting rods are not eligible for use. Cast or forged three-ring aluminum pistons only.

2.7 CRANKSHAFT: Stock stroke must be maintained. Only cast or forged steel cranks permitted. No modification to counter weights from stock form. No lightening or "trick" materials. Only Normal balancing permitted.

2.8 IGNITION: Only stock OEM systems permitted. After-market point and hall effect types permitted. No after-market, capacitive discharge, MSD, or multi-spark systems allowed. Module must be stock OEM type. Any coil,

cap, rotor, condenser, wires, and spark plugs may be used. No other components permitted other than what's listed above. Only OEM starters permitted. Mel's Distributors permitted.

2.9 OIL SYSTEM: No dry sump systems of any kind. No external belt-driven systems. Oil pan may be modified steel only. No remote oil filters.

2.10 FUEL SYSTEM: Mechanical type preferred. If electric pump is used, it must be mounted under truck, inside main frame rails, and must be hooked up to MASTER shut-off switch with an auto shut-off in case of roll over.

2.11 ENGINE POSITION: 4 cylinder engines (Except Ford with I-beam front end) the maximum set back, #2 spark plug hole must be even or ahead of centerline of top ball joint or king pin. Ford set back #1 spark plug hole, Ford with Mustang front end #2 spark plug. Center of crankshaft to ground is to be no lower than 12-1/2". The engine must be within 1" inch centerline of chassis. Front firewall may be reconstructed with .031" steel.

2.11.1 V8 ENGINE POSITION: All engines left side, cylinder head (driver's side) forward most spark plug hole must be even or ahead of an imaginary centerline between upper ball joints. Crankshaft height is 13" inches minimum.

2.12 COOLING SYSTEM: Radiator must remain in standard position. Only belt drive water pumps permitted. Overflow tank mandatory, hose from tank must be positioned at right rear. Electric fans are permitted. Water is the only coolant to be used.

2.12.1 *V8 WATER PUMP: Aluminum water pumps permitted.

2.13 MUFFLERS: Mandatory muffler rule in effect. Only one (1) LOBAK model RCM 12" long muffler permitted. Muffler must be removable for inspections. Headers are optional. Exhaust must exit past driver under car. No more than a six-inch pipe may extend after muffler. Any tampering with muffler or exhaust system to bypass muffler will result in disqualification.

V8 ENGINE RULES

V8 engines may only use OEM parts as replacements. Other manufactures allowed where listed. V8 engines eligible for use must be from the manufactures production line no special production or high performance parts permitted. Check for other rules listed for V8 engines.

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

CRANKSHAFT: Only stock OEM to manufactures specifications permitted. No lightening permitted. Only stock or stock replacement engine dampeners permitted.

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

PISTONS: Only stock OEM 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

CYLINDER HEADS: Only cast Iron OEM 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
GM 305 cylinder head numbers permitted:

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

Maximum valve sizes:

GM -1.86 In & 1.50 Ex. Ford - 1.78 In & 1.46 Ex. Dodge - 1.78 In & 1.50 Ex.

Only stock OEM steel valves permitted. 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 from the manufacturer. 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 OEM 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.

VALVE TRAIN: After-market camshafts allowed, only hydraulic cams and lifters permitted. Camshaft lift may be measured at the valve rocker arm, or directly on the camshaft. Cam lift cannot exceed gross valve lift divided by stock rocker arm ratio. Maximum valve 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, Chevy Ratio 1.5:1 Ford 1.6:1 Dodge 1.5:1. Factory guide plates and lifter valley baffles permitted.

Valve lift: Chevy & Dodge .450 / Ford .480

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

CARBURETOR: Same as rule 2.2 – Only one spacer plate below the carburetor permitted 1" maximum height. Internal walls of spacer must be parallel to each other. No angled holes.

FUEL SYSTEM: Only stock type pumps permitted on engines. Option due to clearance concerns, electric fuel pump permitted. If used, this system must be wired to the oil system so if the engine shuts down, the fuel pump shuts off. This is mandatory.

IGNITION SYSTEM: Only Stock OEM system allowed. An after-market HEI system permitted on all engines that uses the GM HEI cap, rotor and module (GM stamped) and may have mechanical or vacuum advances used. No dial adjustments.

REV-CONTROL: Mandatory on all V8 engines. MSD P/N 8728 Soft Touch Rev Control, this RPM limiter must use 5500-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 driver's 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 plan 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 at \$70 dollars, contact speedway office. These are mandatory.

OIL PAN: After-market, steel oil pans are permitted. Wet sump systems only. No remote filters.

BELT PULLEYS: After-market permitted steel or aluminum.

EXHAUST V8: Stock OEM manifolds permitted. Option the use of a shortie-type, block-hugger header is

permitted. Header exhaust flange may not extend past block.
Exhaust must travel past driver using (2) Lobak 12" long mufflers.

3.0 Drive Train

3.1 All components within the drive train must remain stock unless otherwise noted in the rules.

3.2 REAR END: May be locked; any gear ratio may be used (4 cylinder only) Any stock OEM rear end housing permitted that matches tread width (Stock tread width must be maintained to chassis used.) 1" inch tolerance on stock tread width.

3.2.1 V8 REAR END: 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 AUTOMATIC TRANSMISSIONS. Only OEM types permitted. All gears must be in working order from the driver's seat. NO internal modifications, each gear ratio must be standard to production. Hydraulic clutch controls permitted. Any type shifter allowed. NOTE: The use of a STEEL clutch housing shield (top half) is MANDATORY, 1/4" steel minimum. This plate may be bolted to floor. Steel driveshaft only. Two 360 degree 2" x 1/4" minimum steel driveshaft hoops mandatory.

3.4 FLYWHEEL & CLUTCH & BELLHOUSING: Any stock diameter solid steel flywheel may be used. Stock OEM or exact replacement steel clutch permitted. Clutch pressure plate must be full diaphragm or three-finger type. NO TRICK CLUTCHES. One 2" hole must be positioned on bottom of bell housing for inspection of clutch. NOTE: The use of a STEEL clutch housing shield (top half) is MANDATORY, 1/4" steel minimum. This plate may be bolted to floor. Steel bell-housing recommend.

3.4.1 V8 FLYWHEEL & CLUTCH & BELLHOUSING: Only OEM or exact replacement may be used per the following specs: All components must be magnetic steel. Minimum clutch size is 10.4" No drilling, lightening or any modifications. Minimum weight requirements: Flywheel, 20 lbs. – Pressure plate w/cover, 18 lbs. – Clutch disc, 4 lbs. Clutch disc must be steel. Only a full 360 degree steel bell housing permitted.

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 CONFIGURATION: Must match make and model of manufacturer. Jacking bolts permitted and shocks may be relocated. Only one shock per wheel. No coil overs or coil over eliminators. Rear leaf spring mounts may be relocated and altered. *Older ford I-beam front suspensions may be interchanged with 1974-1989 Mustang front suspension or to newer Ranger with upper and lower A-frames. The intent of this option is to adapt the Mustang cross member between the original chassis or the newer Ford suspension to replace the complete front section. The bottom of both cross members must be no lower than 3 inches. Stock tread width must remain with any changes (see tread width rule).* All lower A-frames must be stock and mounted in stock location and lower ball joints may be changed. Only OEM steering racks may be used. Steel heim joints permitted to replace inner and outer tie rod ends, center link must remain stock.

4.2 *SUSPENSION COMPONENTS: After market upper A-frames, spindles, Ford I-beams and rear leaf spring mounts may be used. Upper A-frame mounts may be relocated. Upper A-frames, if after-market, must be standard replacement with a cross shaft (aluminum permitted). No adjustable arms, or heim joints. All components listed, lower A-frames, (Ford) I-beams, spindles and springs must be STEEL. Panhard bar permitted, placement off pinion not allowed.

*TREADWIDTH. Listed are the acceptable tread widths for each chassis. The numbers are based from the widest model allowed with tolerance added. Only GM chassis with GM spindles using spacers will 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”
Ford – 68.5” Toyota – 67” Nissan – 68.5”

4.3 SHOCKS: Only steel body and shafts permitted. No outside adjustments - No Schader valves. All shocks must have make and model label. Maximum shock price is \$120 each. This is the original, suggested retail price 2009 catalog. If shock is over priced or no label is found to identify shock, shocks must be removed.

4.4 STEERING: One-piece steering shafts are not permitted. Two u-joints are mandatory on steering shaft unless collapsible shaft is used. OEM rubber steering joint must be replaced with a steel universal joint. Steering "Ratio multiplier" units permitted. OEM steering boxes maybe replaced with another make OEM rack & pinion setup. Quick release coupling on steering wheel is MANDATORY. Center top of steering wheel must be padded with 2" fire resilient material.

4.5 BRAKES: Working four-wheel brakes are mandatory. Only OEM steel cast manufactured calipers permitted. No lightening of brake calipers or drilling of brake rotors permitted. Rear disc brakes permitted.

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

4.7 CHASSIS: Must remain stock. Rear chassis may be notched for rear-end clearance only. Tubing may be used inside of chassis rails for support ONLY! These supports may not be used to build an inner chassis. Suspension components must connect off original chassis. Chassis may be reconstructed from rear axle back. Minimum 2" x 3" steel box tubing. Chassis must have equal extensions for roll cage on each side of chassis.

Minimum wheel base any chassis will be 102" with a maximum 108".

4.8 WEIGHT: Truck weight will be determined with driver in driver's seat race-ready at track scale. Maximum left side percentage 55%. These are minimum weight requirements by engine size.

2300cc/2400lbs. 2400cc/2450lbs. 2500cc/2550lbs. V8 - Minimum 2850 lbs.

This is with the driver in seat with full fire suit and helmet. Any ballast mounted behind rear wheels may only be three (3") away from left side frame to the outside. All ballast must be securely bolted in two places. No weight shifting devices. NOTE: All weight must be painted white.

5.0 Body

5.1 *BODY: Bodies must keep to original stock dimensions, changes may be made where acceptable by Tech officials. It is the Speedways intent to have all four wheels is covered by the body.

The cab MUST be original OEM sheet metal the remainder of the body may be fabricated with after-market aluminum or steel panels. Top of hood and on the sides of front fenders not past windshield may have louvers for cooling, louvers spec's 1/4" openings. The open slots must face rear of truck, number of louvers is open. Truck bed may connect directly to back of cab. Cab roof height must be minimum of 52" at 10" back from center of windshield. Rear of cab inside bed area may be removed under rear window as long as an interior firewall is used behind the driver, sealing the cab from the inner bed. The interior floor, drive shaft tunnel and front and rear firewalls may be fabricated using only steel sheet metal minimum .031". Interior sheet metal may extend upward to the top of the right side door from tunnel, passengers side full enclosures not permitted. Front air dam and body side skirts must meet ground clearance rule. Engine size must be placed on each side of hood. Front windshield must be replaced with Lexan, 1/8" minimum with one center support. Rear window must be replaced with clear Lexan; 3/16" If air vent is needed rear window may be spaced 1/4" from body. No stickers or painting permitted on rear window or windshield, shade screen at top of front windshield cannot exceed 6 inches. Engines may be interchanged between truck manufactures. Body and engine must match.

5.2 BED: There may only be a 1" difference from top of bed to ground from front to back. 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.

5.3 *SPOILER: Rear spoiler, maximum 5" tall, 65" wide, or even with edges of bed.

5.4.TOW CHAIN: Chain 3/8" minimum, centered in front & rear bumpers or steel hoop at top of bumpers, maximum 6" wide X 4" height. (Chain or hoop must be able to support vehicle!)

5.5 *BUMPER: Only stock-type bumpers, no less than four inches wide that conform to the appearance of the truck may be used. Bumper height is to be 14 inches from center to ground. **Bumper ends must wrap around and connect to body.**

5.6 RUB RAILS: If used, must be maximum 1" in diameter and mount directly to body with ends capped. Only one rail per side at spindle height between front and rear tires only. No bars behind rear wheels outside of body allowed. Only round head or counter-sunk bolts may be used to secure rails. Lexan permitted.

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 the doors, 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 3".

6.0 Gasoline and Fuel Cell

6.1 FUEL: Only automotive gasoline may be used. No blending of fuel with alcohols, ethers or other oxygenates, also no nitro or nitrogen containing compounds. The track reserves the right to check gas at any time.

6.2 MANDATORY FUEL CELL: (Maximum 8-gallon fuel cell) must be fully enclosed by steel. Bed must be completely sealed to protect the driver from the fuel cell. 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. NO ELECTRIC FUEL PUMPS inside cab of truck.

7.0 Tire and Wheel Rules

7.1 *WHEELS: Steel 14" X 7" the SST division has a mandatory wheel rule in effect.

Older R&R/Diamond double center wheels previously used will still be eligible for use. Current wheels must be from wheel supplier Independent Racing Wheels. **Only Independent Racing Wheels are eligible for use.** These are single center wheels. Maximum 1/2 inch wheel spacers are permitted for GM chassis or other chassis with GM spindles for tire clearance issues. Same size spacers must be used from left to right. No pressure relief valves allowed.

Oversized steel lugs and extended 1/2" studs are mandatory.

Wheels may be purchased from:

Independent Racing Wheels in Webster, MA. phone 508-671-0036

Kraze speed equipment in Seekonk, MA. phone 800-252-6830

7.2 TIRES: NO TIRE SOFTENERS OR TREATMENTS OF ANY KIND ALLOWED. This means nothing should be placed on any tire no matter what it may be. Tires will be subject to but not limited to durometer testing at any time.

Tires MUST be purchased at Speedway. Hoosier tires will return for 2009.

One mirror may be used, maximum size 4". Mirror may only be on left side of driver and may not extend outside body.

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

* Indicates changes from 2008 rules.

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