

SCOTIA SPEEDWORLD 2010 TRUCK DIVISION

DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum requirements for such events. These rules shall govern the conditions of all events, and by participating in these events, participants are deemed to have complied with all of these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The Race Director shall be empowered to permit minor deviations from any of the specifications herein or to impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

APPROVED MODELS

GENERAL MOTORS: S10, S15, Sonoma (regular wheel base)

FORD: Ranger (regular wheelbase)

CHRYSLER: Dakota (regular wheelbase)

****short wheelbase or 4x4 trucks are not permitted***

****All other models are subject to approval by officials.***

BODY

A. All chrome moldings, ornaments, door handles, glass, tail lights, headlights or plastic components must be removed, except grille and windshield.

B. All doors must be welded or bolted shut. Inner panels stay. Front inner fenders are the only body parts that may be removed.

C. Only the stock glass windshield is permitted. Window openings may not be closed in or redesigned. Rear window may be covered with steel mesh.

D. All trucks must begin each race with a complete body (hood, doors, fenders, box, etc.) unless damaged in practice and/or O.K.'d by Pit Steward.

E. Trucks should be neat in appearance unless damaged in that night's events.

Competitors may be notified if their truck does not meet requirements.

BUMPERS AND TOW HOOKS

Rear bumper shocks can be replaced with solid mounts. Cross brace between the frame rails, at the rear of the frame is O.K. Original rear bumper covers, or in the case of a truck without a bumper cover, a replacement OEM steel bumper made to fit within the stock measurements, with straps to the rear quarters, is allowed at the rear of the car. Trucks manufactured with original rear bumper covers must have a minimum 4" wide steel channel or original bumper under the bumper cover. Front bumper rule can reflect the rear bumper rule except front bumper shocks must be utilized. Bumpers must have a tight good quality chain solidly bolted between bumper and frame (not the bumper shock attaching bolt). Front and rear bumpers without stock covers must have a metal strap welded from corners to fenders to prevent bumper lock with another car. The center of the front and rear bumpers must measure no less than 16" and no more than 21" from the ground. Tow hooks are required front and rear. They must be attached to the frame. Three or four links of chain welded to each frame rail is sufficient.

CHASSIS AND SUSPENSIONS

- A. All suspension parts are to be stock with no modifying. No cutting and/or welding pitman arm.
- B. Original frame must remain. Any frame repair must satisfy inspectors as to necessity and non-performance enhancing results. No tubing allowed. Strut towers must remain stock and not be repaired or reinforced with extra metal. Inspectors must be satisfied as to intent.
- C. Ground clearance will be same on both sides. The truck shall be a minimum of six inches off the ground measured from the front frame rails. Wedges are permitted in the front springs only. Camber on both front wheels will not be more than 2.5 degrees +/-.
- D. No screw jacks or similar devices.
- E. The rear leaf spring hanger may be replaced with stock thickness brackets with no more than four holes for adjustment. Brackets may not be slotted and no longer than 5" below frame.

FLOOR

Stock floor boards must remain. All holes must be covered with metal. Rust repairs are allowed using stock thickness material and are subject to approval by officials.

DRIVELINE AND ENGINE

- A. All trucks will run Chevrolet 305 cu.in engines.
- B. Block casting numbers must be readable (indicating block is a 305)
- C. Block may be bored .030 to clean and square. Tech officials must be informed.
- D. Heads must be stock 305 cast iron numbers readable, ie. 14014416, 367450 no vortec heads.
- E. No decking block or planing heads other than to true up. Valves must be stock steel, Stock replacement stainless valves permitted. No swirl polished valves. Max size intake 1.85 exhaust 1.5.
- F. Stock size hydraulic lifters (no mushroom type) and a hydraulic lifter camshaft with maximum valve lift as follows: intake .360 exhaust .390.
- G. Compression ratio of 8.6:1 (checked by whistler)
- H. Engine must be centered in frame.
- I. Center line between #2 and #4 sparkplug must point to center of upper ball joint { + or - 1/4 " }.
- J. Cross member may be notched for fuel pump.
- K. Stock three speed automatic transmission. Must have three gears forward and one gear reverse and be able to be shifted into all gears by the driver in position. Trucks must start in neutral or park only.
- L. Standard ratio rear end gears for make and model of truck. Gear rule: No higher than 2.40:1, no lower than 3.10:1 for all cars. No locked, limited slip or posi rear ends or carriers. No shimming to tighten rear end. Rear end and all suspension parts must be stock type and remain in original location. No 4x4 rear ends.

ASPIRATION

- A. One two-barrel carburetor only; Holley 4412, 500 CFM maximum.
- B. Carburetor must remain AS PRODUCED except choke flap can be removed
- C. Serial numbers must be readable.
- D. Carburetor must pass GO/NO-GO test.
- E. Jets and power valves may be normally interchanged.
- F. No material may be otherwise added to or removed from the carburetor. Throttle shaft can be spot welded to linkage.
- G. No air passages below the venturi in carburetor. PVC valve can come out of valve covers only.

- H. Stock steel air filter housing only. Breather cover must be stock type, steel or aluminum (e.g. Moroso o.k.). No scoops or fresh air boxes. Carburetor must draw air through filter only. No cowl induction.
- I. Must have two return springs on separate brackets.
- J. A throttle stop must be devised that will prevent the throttle linkage from going past the point of no return.
- K. A four-barrel to two-barrel adapter, maximum 1 1/8" thick may be used.
- L. No fuel injection. No electric fuel pumps. No belt driven fuel pumps allowed. No aftermarket filters or fuel enhancing units permitted. Basic replacement in-line filter O.K.
- M. No turbos. No magnetos.

GAS LINES/FUEL

Gas lines must be metal and must run under floor. Filling station unleaded gasoline only, with no additives. No aviation fuel allowed. Fuel could be subject to testing.

EXHAUST

- A. Stock cast iron intake and exhaust manifolds only. Ram horn manifolds are not allowed.
- B. Dual exhaust may not be tied in together.
- C. Exhaust must exit behind driver and as close to rear axle as possible. Exhaust pipe will turn down so exhaust will exit below the truck and not out the side.
- D. Exhaust pipes will be maximum 2.125" o.d. and remain same size from manifold back. Pipes must be tight at all joints and securely fastened.

FUEL PUMP

Only a stock mechanical fuel pump is allowed. No electric fuel pumps.

GRILLE

Grille must be stock production for body used. Mesh may be placed in front of radiator, no larger than radiator opening, attached directly to stock radiator support, and subject to approval of officials.

HOOD

Full stock hood, bracing, and hinges must remain. Front latch may be removed and a tie-down or pins used.

GAS TANK

- A. Original gas tank must be removed. A fuel cell will be installed in bed, between the wheel well humps above the rear axle housing, totally concealed from the driver. It must be completely enclosed in a 20 gauge (or thicker) steel can. The can will be securely fastened with bolts to the bed of the truck. No five gallon cans, plastic containers, Jerry cans etc.
- B. Filler must be inside of bed.
- C. The following gas tank protection is mandatory: Two pipes off the frame at 90 degrees joined by one pipe across the top no higher than the gas tank. A second pipe is allowed between the uprights (not welded to the frame). One brace is allowed from each upright pipe. Braces must be welded to the frame and be toward the front of the truck only. They must extend no further forward than 18" from the uprights. None of the gas tank protection can be welded, bolted, or in any way fastened to any other bracing. It may only be fastened to the frame.

BOX

Full stock box, tailgate and hinges must remain. Floor must remain. Repair of floor O.K. Must follow original contour. Box may be covered with sheet metal with side to side bracing made of no larger than 3/4" angle iron. Covers must be able to be removed for inspection if

required by officials.

INTERIOR

All interior flammable material (plastic or fabric) must be removed except the front seat. All metal inner panels must be retained and not covered. A fabricated sheet metal dash may be constructed to accommodate gauges. No other fabrication allowed inside driver compartment.

SEATS

A passenger car bucket seat or aluminum racing seat may be securely installed. All seats must have backs anchored solidly to the roll bar to prevent backs pitching forward or backward. A 1/8" thick plate under the drivers' seat and leg area is recommended. It shall be fastened to floor (not sills) only. No boxing.

FIREWALLS

All holes in front and rear firewalls must be covered with metal.

RADIATORS

- A. One radiator only and it must be mounted in stock location.
- B. No antifreeze or other cooling agents permitted. Water only.
- C. Radiator overflow must exit within the engine compartment (overflow can) or onto the right lower corner of the windshield.
- D. Hood must cover radiator without modification.

BATTERY

The battery must be securely fastened and can be located anywhere ahead of the front firewall and under hood.

ROLL BARS

A. Steel roll cage must be constructed of no less than .095 wall, 100 % tubing around the driver and electric welded to the frame of the truck. Four upright pipes joined at the top between the left and right uprights. A shoulder height crossbar welded between the left and right uprights behind driver's seat is required, a second crossbar no more than 2" from floor between the rear uprights is also required. Minimum of 3 horizontal pipes on both driver and passenger sides. Passenger side pipe can be straight between the uprights. At least one brace from top of each of the two rear uprights to the front kick up above the rear end is recommended. There must be two pipes behind the door panel connected to the front and rear uprights, the top pipe is to be 2" below the top of the door panel with the bottom pipe no more than 18" below this pipe with the space between these pipes covered with steel plate at least 1/8 " thickness so as to protect the driver from puncture. There must be at least one pipe behind the passengers door panel between the front and rear uprights. There must be a diagonal pipe from the front upright to the frame to protect the feet, a single hoop in front of the radiator welded to the frame in front of the upper control arm is allowed, with one additional pipe in front of the radiator. Pipes may not go past the fenders.

- B. No "X" bracing of frames allowed.

MIRRORS

- A. One stock inside mirror only maximum glass area of 24 sq. in. measured at the widest points. No concave or convex mirrors.
- B. One left side mirror, maximum width of 4" at any given point, not to extend beyond body.

BRAKES

Truck must have working brakes on all four wheels. No bias or proportioning valves.

SHOCKS

Only one stock replacement O.E.M. shock or strut per wheel attached to stock brackets.

ELECTRICAL

Starting and charging systems must be operational.

SAFETY

- A. A minimum four point harness is mandatory.
- B. Seat belts must be worn whenever truck is on race track. Belts must be in good condition.
- C. Lap belts must be bolted to original seat belt mounts. Shoulder belts must be fastened to the roll bar at shoulder height. No inertia reels. All belts must have seat belt mounts. No tying, riveting, or any other method other than proper attachment is acceptable. Drivers are responsible to insure all safety equipment is in good condition and securely installed.
- D. Helmets must be worn whenever truck is on race track. **Full faced helmets are mandatory.** Recommend Snell approval. Half helmets or skull caps are not permitted. Helmets must be free of cracks and must accompany truck at time of inspection.
- E. ***Helmet supporting neck collars are recommended.***
- F. A securely mounted, easily removed (quick release) fire extinguisher is required, within easy reach of the driver. It must have a recharge slip dated no earlier than January first of the current year, or an unbroken seal.
- G. Driver's side window nets with a properly working quick release mounted at the top left side (looking at window) are mandatory.
- H. Drivers suits or one piece cotton coveralls with long sleeves are mandatory.

TIRES AND WHEELS

- A. 14" or 15" P or LT rated **70** series radial tires only. All tires must have been intended for normal highway use as a passenger car/very light truck original or replacement tire and must be readily available to the general public. All four tires must be same identical size. Sizes must be readable.
- B. Stock passenger steel wheels (unmodified) only. Wheels may be re-welded over existing welds. No change to wheel configuration, offset, or width allowed. Maximum width **7"** measured bead seat to bead seat. All wheels must be the same width. Aftermarket nuts are recommended on both front wheels.
- C. Tires must not stick out past the body.
- D. No cutting or shaving tires.
- E. No chemical treating of tires (i.e. Compound Altering / Tire Softening). Tires will be subject to durometer testing. Failure to comply will lead to penalties/suspension.
- F. SCOTIA SPEEDWORLD reserves the right to define tire size, structure, and compound with respect to availability to all competitors for all events.

NUMBERS

Anyone requesting a number should call Rob Bowness at 864-1256 weekdays between 7:00 p.m. and 10:00 p.m. Numbers must be 20" high on both doors and roof, and readable from the grandstands. Recommend white numbers on a dark surface or black on white or day glow. No gold, silver, gray, metal flake or trick numbers allowed. Also require a 6" white number on the top passenger side corner of the windshield. Any numbers deemed difficult to score by the officials, the driver will be informed and expected to make necessary changes. Failure to do so could result in a refusal by officials to honor any scoring concerns about the effected car.

GAUGES

Oil and water temperature gauges, and a charging meter only. A non-flashing engine light that is on when car is running allowed. No tachometers.

WEIGHT

Trucks must weigh a minimum of (TBA) lbs. Added weight or ballast must be painted white and be marked with truck number. Weights must be securely attached with bolts and washers to the frame. No weights in the driver's compartment or bed of truck.

USED PARTS

Any parts that have to be replaced will be used parts only at the discretion of the officials. No new parts except for steering, brakes, shocks and engine components. All parts must be O.E.M. No high performance parts.

Technical Questions

- *Competitors can contact Lawrence Hopper at 456-2489 for any technical questions.*