

2013 New Smyrna Speedway Pro-Truck Rules:

Please be sure you have read and understand all these rules, if you do not please be sure to ask a series

official for clarification. Not understanding the rules is not an excuse to break them.

The word stock, used within the rules, means as originally produced by the manufacturer for that

make / model / year of the car/truck. It is stock with no altering or modifications.

Aftermarket parts

must be same dimensions, weight, and / or volume as the OEM part. Determination of whether anything is legal will be the tech and series directors decision.

NO Carbon Fiber or titanium permitted anywhere in the truck. ***NO Bump stops. No

Traction

control devices of any kind allowed.

If it does not say you can you probably can't, talk to tech and series director, do not assume it is ok.

Truck:

a. Only GM Metric frame 1978-1987 may be used.

b. Must be original 108" wheelbase and be the same measurement on both sides, 1/2 " tolerance.

c. Tread Width 64" front and rear. Spacers permitted, no more than 64 inches.

d. Chassis must remain stock unless otherwise specifically noted in rules.

e. Frame may be fabricated from 6" forward of the centerline of the rear axle and from front sway bar

forward.

f. Frame can be X"d

g. 6" minimum ride height on chassis.

h. Cross member must remain stock and in stock location, it may be notched for oil pan clearance

only. Must be boxed with 1/8 inch steel.

i. All pick up points must remain stock in stock locations. Front Lower arms and rear trailing arms.

No modifications to arms, holes, no drilling and lightening allowed.

Suspension:

a. Front suspension components must remain stock, unless otherwise noted in another rule.

b. Heavy-duty steel aftermarket hubs & rotors are required on the right front wheel.

c. Springs must mount in stock location. Top of frame may be changed to add wedge bolts or to allow

for spring removal.

d. Shocks must be mounted directly to the lower A arm.

e. Pitman arm and steering arm may be changed, aftermarket center link is permitted.

f. Stock inner tie rod, Outer tie rod may be a heim joint.

g. Aftermarket tubular upper A arms ok. Lower control arms must be stock. Both must be in stock

location.

h. No adjustable stock bolt on or screw in type ball joints. Lower ball joints must be stock.

Dodge ball

joints may be used only on top only.

i. Coil spring rubber inserts are permitted, no leaf springs or torsion bars permitted.

j. Steel, poly or monoball bushings ok, no offset or eccentric bushings.

k. Sway bar must be 1 piece stock 1 3/8" maximum diameter.

****No rear panard or sway bars

l. Only 1 shock per wheel permitted. All shocks must be steel non adjustable. Maximum of \$225.00

per shock. Internal parts must remain as purchased in a \$225.00 shock. Adjustable shafts

and

canisters are not permitted. Rear mount location optional on the rear axle. Shocks can be claimed for

\$225 each. Refusal to sell is a DQ, loss of money and points and a \$200 fine. Series tech can DQ truck

for shocks if they exceed the \$225.00 value as well and can be confiscated.

m. Steering: Stock OEM steering box in stock location. Universal joints, up to three, can be put on

steering shaft as well as heim joints. Aftermarket power steering kits or steering quickener kits ok.

Must be driven off the crankshaft.

n. Spindles, bearings and hubs, Stock HD steel aftermarket hubs and rotors ok. Spindle savers are

recommended. Steering arms must be same length on right and left.

o. Distance between the centers of the bolts on the upper arms should be no less than 10 1/4 ". Bushings at both the front and rear of the trailing arms must be original rubber or polyurethane.

Body :

a. SEE BODY TEMPLATE ATTACHED

b. Approved Series Truck body manufacturers are : ARP, Speedway Racing Bodies, Lightning Lite,

Five Star. May make own aluminum body pieces, but must be approved by series, and fit templates.

c. Series approved bodies are :

1997 - 2008 Chevy C-10, 1997 - 2008 Ford F150, 1997 - Dodge Ram. Body must be entered in the center of the frame with wheels in center of wheel wells with 2"

tolerance. All body parts must be attached firmly to cage or frame and is subject to approval.

e. Body ground clearance is a minimum of 4 inches measured anywhere.

f. All body support brackets must be solid and located inside the body structure.

g. Nose Width is 81" max.

h. Front air dams must maintain their original configuration.

i. Maximum rake for roof is 1".

j. Minimum side window opening must be at least 16".

k. Front and Rear windows must be full six 1/8" lexan.

l. Front windshield brace is mandatory, 35 degree angle on windshield 1 degree tolerance.

m. Both side windows may have 1/8" lexan vents only, 9"high, 12" length max.

n. Hoods to remain stock with the following changes allowed: An opening of 2.5" x 20" may be cut in

the rear of the hood, centered behind air filter which will allow air intake. A 1.5" x 1.5" X 20" heat

deflector may be installed on the fire wall at this opening.

o. Rear Deck lids are mandatory, must be able to open for technical inspections.

p. Rear deck lids can be fiberglass, sheet metal or aluminum. Must be flush with quarter panels.

q. 6" x 60" solid rear spoiler is mandatory. May have approved braces front side or back side, not on

both sides. 55 Degree Minimum angle

r. Stock rear bumper cover is mandatory. Must be complete and unmodified. Must have full 90 degree

flap on the bottom edge, no cutting.

s. 1 inch square tubing may be used for rub rails, bolts cannot protrude outward.

t. Rear deck height minimum 36", max 40". ***different from body template sheet.

Interior:

a. Vehicle interior must be complete and shield driver from the ground, engine compartment and fuel cell area.

- b. Floors must be steel and the rest of the compartment can be from steel or aluminum, but must be fully enclosed and extend from left to right side of truck.
- c. Truck must have a rear firewall of steel to separate driver from fuel tank. Firewall may be welded, riveted or bolted.
- d. May have installed dash panels, no digital gauges.

Rearends:

- a. Rear differential housing must be stock steel 7.5" – 10 bolt GM or 9" Ford housing.
- b. Brackets for mounting trailing arms must be in stock location with stock mounts.
- c. Rear spring perch must remain on the top of the axle tube.
- d. Ring gear and pinion must be stock and mount directly in housing.
- e. Only stock ring and pinion, off the shelf available gears allowed. No custom ground or lightened gears allowed.
- GM 273-456 gears, Ford 310-456 gears.
- f. C Clip eliminators are optional.
- g. Welded spider gears and mini-spools ok.
- h. Any stock fitting differential cover ok.
- i. Moser 26 spline axle mandatory on the right side.
- j. No posi- traction units or locker type rear spider.
- k. Only stock steel/cast carrier allowed.
- l. Solid steel axles only.

Tires and Wheels:

- a. 8" steel racing wheels with any offset, no wheel weights.
- b. Hubs must have 5/8" wheel studs.
- c. Tires must be series approved 8" Hoosier treaded tires only.
- d. No bleeders.
- e. 4 new tires allowed at announced events, 2 tire limit after for all other races. Must run tire that have been logged on your sheets. Can use any from any race.
- f. Serial #'s will be recorded, must buy new tires at the tracks the day of the races.
- *** 450 Left side tire / 650 Right side - NO SOAKING TIRES !
- g. Complete procedure will be explained at first race.

Brakes:

- a. You must use GM stock single piston calipers, single piston Howe is allowed, must be steel.
- b. All four brakes must be in full working condition.
- c. Rear disc brakes are mandatory.
- d. Rotors must be steel or cast iron and brake hats may be steel or aluminum.

Transmission:

- a. Only GM Turbo 350, Ford C4 or C6, and Chrysler 904 or 727 automatic transmissions allowed with following exceptions. No drilling or lightening on the transmission or interior parts except the following items for oiling purposes.

Front Planetary Reaction Gear per spec – see tech for spec sheet.

Sun shell cover (must be a solid stock type) may be drilled at back per spec – see tech for spec sheet. (

No big hole sun shells allowed).

- b. Must have all forward and reverse gears working. No modifications.
- c. GM Turbo 350 may use 2.75 low gear - 1.57 second gear option. No turbo 200/250 parts may be used in 350 transmission.
- d. Replacing thrust washers with bearings ok.
- e. No aluminum or billet parts allowed in transmission.
- f. Removal of Governor ok.
- g. Manual shift valve body permitted.

- h. Reverse shift pattern ok.
- i. Torque convertor must be minimum diameter of 10" and working.
- j. Transmission coolers with fans ok. All cooling lines must be steel braided with screw on fittings.
- k. Safety Bell Housing and/or flexplate shield ok.
- l. Solid output shafts only, no drilled, hollowed shafts. Hollowed shafts will not be allowed in 2013 series.
- m. JW Transmissions, TCI Transmissions or others allowed as long as they meet these rules.
- n. Drive shaft: Steel only, must be painted white with truck number on it.

Engines :

Engines Built type:

- 1. Stock cast iron production blocks only. Gm 305, Ford 302, Dodge 318
- 2. Any questions/concerns regarding the legality of internal parts should be directed to the series tech director, prior to racing.
- 3. Series reserves the right to use weight to penalize violations, equal competition and will do so at their discretion with fairness in mind.

4. Blocks

- 1. May be studed in mains only, no aftermarket caps, may be four bolt if that was available.
- 2. Maximum of .060 + .010 wear, no sleeve down blocks
- 3. All factory casting numbers must remain, may add oil screens and paint block.
- 4. Minimum deck height on all are .000. That means no part of the piston may come past deck surface.
- 5. No altering of lifter bore.

6. Blocks must maintain OEM type bearings in the main and cam journals.

Heads: For all brands NON-CRATE 1. Only factory production, cast iron heads that are OEM for the engine type being used and that produce the factory specified volumes, are permitted.

- 1. Minimum combustion chamber volumes: Chevy 52cc, Ford 52cc, and Dodge 56cc.
- 2. No porting, port matching, excessive decking beyond the chamber minimum volume, angle milling, chamber polishing, or grinding allowed.

3. Stainless steel valves are legal.

4. Three angle valve jobs allowed.

5. Any type guide material may be used. The valve guides must be in the stock factory location, angle, and spacing.

6. Valve springs must be of the stock type. No triple, conical, beehives, or progressive springs allowed.

7. Valve stems must be stock height only.

8. Retainers must be steel or chrome-molly steel only. Valve spring retainers must be stock type only.

Plus or minus height retainers are allowed.

9. Valve spring keepers must be stock type only. Seven or ten degree locks may be used. No spring cups.

10. All heads must have visible and unaltered casting numbers.

Chevrolet

1. Any stock 305 head # 12558059, #12529180 also allowed. Part number 1023906 head not permitted. Engine quest CH305b allowed.

2. 52 cc minimum

3. Stock valve 1.84 intake/1.50 exhaust. Stainless steel replacement valves permitted.

4. No interior deburring, polishing or hand blending permitted.

5. Studs may be pinned or screw in studs and guide plates ok.

6. Stud girdles ok

7. 1.5 roller rockers ok.

Dodge

1. Dodge Magnum heads up to 97 are ok.

2. Stock 318 heads ok.

3. 56cc minimum

4. 1.84 intake, 1.54 exhaust valve size on 318 heads w/ 1.5 roller rockers

5. 1.94 intake, 1.54 exhaust valve size on magnum heads w/ 1.6 roller rockers

6. No interior deburring, polishing or hand blending permitted.

7. Studs may be pinned or screw in studs and guide plates ok.

8. Stud girdles ok

Ford

1. The Ford GT-40, GTP 40 heads or 302 heads ok.

2. 52cc minimum

3. Stock valve 1.84 intake/1.50 exhaust. Stainless steel replacement valves permitted.

4. No interior deburring, polishing or hand blending permitted.

5. Studs may be pinned or screw in studs and guide plates ok.

6. Stud girdles ok

Intake

1. Chevy # 7101, 7116, 2116 / Ford # 7121 / Dodge # 7176

2. No porting, polishing or coatings in runners.

3. No milling.

4. Dodge # 7176 may be modified to fit magnum heads.

5. No laser treating or micro holes allowed in intake.

6. Must have vacuum port to hook up vacuum gauge for testing.

Rods

1. Rod length Chevrolet 5.700, Ford 5.090, Chrysler 6.125.

2. No lightening, beam polishing, or exterior machine work allowed on rods, except slight bob weight

removal for balancing.

3. OEM or OEM appearing after-market rods permitted, may be floated or press fit pin's.

4. No aluminum or titanium rod's.

5. Fasteners engine builders option.

Pistons

1. Flat top or dished top pistons. No reverse dome or D cup allowed.

2. Wrist pin must remain in OEM position.

3. Cast, forged or hypereutectic ok.

4. No lightweight pin's.

Crankshafts

1. Only OEM or stock replacement Chevy, Dodge, and Ford cast iron or steel crankshafts are legal

with OEM stroke.

2. No O.D. turning, lightening, knife edging, weight polishing, or cross-drilling for weight removal

will be allowed, except for "Mallory Metal", or minimal metal removal for balancing.

3. Any type harmonic dampener or flywheel may be used, SFI approved units encouraged.

4. Minimum weights- Ford 32lbs, Chevy 48lbs, & Dodge 48lbs.

Camshaft

1. Flat tappet or hydraulic cam, maximum lift .474/.510 duration engine builders option.

2. Lifters stock size hydraulic, anti-pump up or solid

3. No lightweight push rods allowed. Push rods may be sized to length to fit geometry. No rev-kits,

offset rocker arms, roller lifters, light weight lifters, coated lifters, mushroom lifters, or oversize

lifters are permitted.

4. Stock or roller timing chains are allowed Torrington Thrust Bearings, to prevent block

wear, are

legal. No gear to gear or belt drives allowed. Cam thrust-buttons are allowed. Camshaft Degree

optional. CRATE ENGINES FROM THIS POINT

602/603 Crate engine must follow the Gm Performance parts Technical Manual. If it is not listed don't do it unless you have spoken to tech and have your rule book signed and carry with you to tech. A tech bulletin will then follow for all racers to see the clarification or change.

1. Option valve springs stock diameter , no double springs max 130 lbs. Comp # 941 is a valid spring.
2. NO 1.6 ROCKERS
3. 53CC MINIMUM ON CYLINDER HEAD ON 603
4. 59CC MINIMUM ON CYLINDER HEAD ON 602
5. Deck height .014 minimum
6. MUST MAINTAIN 10.3:1 COMPRESSION RATIO
7. Must use factory intake gasket ,other gaskets engine builders choice , but must maintain compression ratio.
8. May use Clevite bearings , cannot be coated bearings nor-use undersized bearings. Must be direct replacement bearings
9. All hard parts must be factory GM parts.
10. Fasteners rod,main bolts must be same crate motor type as shipped. Other fasteners option of engine builder except if they were a bolt must remain as a bolt.
11. MAX overbore .030 + .010 for wear. No tolerance over those numbers.
12. When changing head gasket to other than factory gasket push rods may be changed to except hardened push rods. At that time guide plates may be added. No light weight push rods , cannot be adjustable style.
13. Again follow the Gm manual.
14. Camshaft must be a stock out of the box camshaft from Gm if you decide to regrind it is wrong. Cam doctor will be used at any time when the series feels it needs to.

FORD 347JR

1. M6007S347JR MAY USE M6513-BH valve springs this is a beehive spring @ 130# or comp 26918.
2. This engine must follow the Ford Racing Technical Manual.
3. Must maintain 10.7:1 compression ratio (according to new Manual)
4. Minimum deck height .010 +/- .0050
5. Max overbore .040+.010 for wear
6. Fasteners rod,main bolts must be same crate motor type as shipped. Other fasteners option of engine builder except if they were a bolt must remain as a bolt.

FORD 351W

1. May use m6513-bh bearings.
2. Intake to be used must be a Ford m-9024-7351 or performer # 7181 only.
3. 52cc minimum on heads
4. Must maintain 9.3:1 compression ratio
5. Fasteners rod,main bolts must be same crate motor type as shipped. Other fasteners option of engine builder except if they were a bolt must remain as a bolt.1. Due to several cam combo's these are the numbers that are legal. M6250-e303 , m6250-x303 and m6250-z3003.
2. Minimum deck height .014
3. Refer to Ford Performance Manual for any other details.
4. Max overbore .030 + .010 for wear

Dodge 360

1. Refer to Mopar Performance for any other details.
2. Intake manifold p5007381 casting number p4510018
3. 50cc minimum on cylinder heads
4. Must maintain 9.3:1 compression ratio
5. Minimum deck height 9.56 +/- .005
6. Max overbore .040+.010 wear

7. Magnum heads use 1.7 rocker ratio 360 heads use 1.6 rockers
8. Fasteners rod, main bolts must be same crate motor type as shipped. Other fasteners option of engine builder except if they were a bolt must remain as a bolt.

Misc All engines:

Carburetor

1. Carburetor- Holley 4412, 500 cfm with a maximum 1.065 spacer/adaptor between intake and

carburetor. Changing of jets, power valve, drilling holes in butterflies permitted.

2. Choke horn may be removed.

3. Venturi area must not be altered or reshaped in any way. The casting ring may not be removed.

Must remain as produced by the manufacturer.

4. Base plate must not be altered in any way. All openings must be permanently plugged.

5. No additional air to be picked up below the openings of the venturi such as altered gaskets, base

plate, or holes drilled into the carburetor.

6. Carburetor Booster: Booster type may not be changed. Booster size and shape must not be altered.

Height and location of the booster must remain as manufactured.

7. Throttle shaft must remain stock and may not be thinned or cut in any manner. Screws may be

flush with shaft. No other work to screws.

Air cleaner

1. Air box optional

2. A round un-altered air cleaner element with a maximum diameter of fourteen (14) inches with a

maximum height of four (4) inches is required. All air must be filtered thru this filter.

3. No duct work added to air cleaner.

Fuel system 1. Fuel pump-stock mounted mechanical pump only, brand optional.

2. The fuel cell must be completely enclosed in a magnetic steel container made from no less than 22-

gauge magnetic steel.

3. The use of ice, wet or dry, for the purpose of cooling the engine, air cleaner, or fuel system is not allowed.

4. Maximum fuel cell capacity is 22 gallons. Fuel cell must be centered in chassis. Fuel cell frame

must maintain a minimum ground clearance of 8-inches without the driver.

5. Replacement of steel fuel lines with steel braided fuel lines is highly recommended.

6. Track Officials reserves the right to test the fuel at any time.

7. No fuel additives.

Cooling & Oiling system

1. Stock type replacement water pump, no electric.

2. Electric fan ok.

3. Radiator- aluminum ok, must have catch can mounted in front of firewall. Recommended to have

a overflow hose mounted to rh corner of windshield.

4. Water wetter ok, no anti-freeze may be used.

5. Oiling system- must be wet sump system, remote filters permitted, racing pan ok.

6. No two-stage or belt driven oil pumps allowed.

Exhaust

1. System may not exceed 3" od anywhere.

2. Headers optional, or "up and over" (crossover) headers with a maximum 3" collectors are legal. 3"

exhaust pipes the rest of the way out.

3. 180-degree headers ok.

4. Exhaust equalizer "H" and "X" pipes are permitted.

5. All exhaust system must exit past the driver's compartment. The minimum exhaust system ground clearance is 3 inches.

6. Stepped headers allowed.

7. Iron lung & tri Y headers ok.

Engine location:

1. Must be centered between frame rails, 1" tolerance.

2. Crankshaft height is 12" from center of the crank to the ground.

Engine placement is measured from the spark plug (closest to the radiator) centerline to an imaginary

line projected between the left and right upper arm ball joint as follows below:

1. All Chevrolets: 4 inches on the drivers side forward of the ball joint.

2. Fords 1.75 inches on passenger side forward of ball joint.

3. Dodge 1.75 inches on the drivers side forward of ball joint.

Minimum 15" of vacuum at 950 RPM.

a. Battery – Single Battery 12 volt system only.
b. MSD box with chip capability – mandatory. (Chips not scheduled to be used at this time, but you need to have the capability)

No crank triggers, No magnitos

**** All engines, must have an inspection hole w/plug (minimum 1") for use of a scope to check crank

area. Speak with tech man, for right location.

Weight:

a. Built Chevy 305 motor 2900 lb. 57% left.

b. Built 302 Ford 302 motor 2850 lb. 57% left.

c. Built 318 Dodge motor 2850 lb. 57% left.

d. ZZ4 Crate Motor with factory seals 2850 58% left

e. ZZ4 Crate motor – non factory sealed, opened - 2950 lb. 56% left.

f. Ford M6007S347JR Crate motor factory sealed – 2850 lb. 57% left.

g. Ford M6007S347JR non factory sealed, open – 2950 lb. 56% left.

h. All other previously approved engines, 2950 lb. 56% left. All rules to these engines will revert to

previous rule books and at the tech man's discretion.

i. These weights, can be adjusted at the series tech and directors discretion to equalize the competition, with notice.

Any engine builder, must seal your motor with his own seal, the motor will then be double sealed by series tech man at a cost of \$50 per seal. \$75 per seal after for repairs etc. The motor is sealed by engine builder, then by the tech man because the owner is stating the truck has had the motor built according to series rules. This will be done at events if you want sealed before being at the track, you must set up and pay tech man for gas for travel.

All Engine Builders must supply to the head tech man a build sheet on their motors.

These will be kept only by the tech man, and series director for reference.

If you have to have your motor repaired you must report it to the series techman or series director first, he will then explain how he wants you to proceed and how you all will deal with the resealing of the motor. If it is a factory sealed motor it is important you get with the techman as to the procedure with factory for fix. Any motor done without notifying the techman or series director first, and the techman's seal has been broken is subject to full check and you will pay a \$500 fine for not following the procedures.

Engine Penalties -

Engine internal - (Cam, Crank, Pistons, etc.) First Offense - If found illegal the owner will be given a

\$500 fine, loss of money, loss of points for that race, and a loss of 12 additional points.

Engine must

be resealed by the engine builder, then resealed by the tech man. The reseal charge after an illegal

issue will be \$150. That will be recorded as a strike against that engine builder. Must start in the rear of the next event you run. Fine must be paid to race.

2nd Offense - \$1,000 fine, loss of all points for the season. Engine can be confiscated, Engine builders engine will not be allowed in the series. You are done for the season and must pay the fine and apply for reinstatement for the following season.

Other offences such as carb, ignition, trans etc. - loss of points for the event. Must start in the rear at the next event you run.