



## Sportsman Truck Rules for 2018

*Updated: 12/16/2017*

Must be at least 14 years of age.

**SNELL-RATED SA2005, SA2010, OR SA2015 HELMET REQUIRED. SFI-APPROVED FULL FIRE SUIT REQUIRED. FIRE RETARDANT GLOVES, SHOES AND NECK BRACE (OR HEAD AND NECK RESTRAINT) REQUIRED ANYTIME TRUCK IS ON THE RACING SURFACE. IF YOU DO NOT HAVE REQUIRED EQUIPMENT, YOU WILL NOT BE ALLOWED TO COMPETE.**

Right and left seat head supports required if using head restraint system with no neck collar. *Recommended:* Fire retardant head sock and underwear. Driver-side window net required, minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two-inch with head restraint system) wide SFI-approved five point safety belt assembly required, must be mounted securely to roll cage, *recommended to be no more than two years old.* Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'. *Fire suppression system recommended. Full containment seat recommended.*

### FRAME:

Any American made FULLSIZE TRUCK 1973 and newer. Must be a ½ ¾ or 1 ton truck frame, no 1 ½ ton or bigger frames. No car frames with truck bodies. No midsize frames. No sport utility frames. No reinforcing or extra boxing of frames except in cases of rust repair. Frames shall be of equal length side to side. **No altering of any suspension, mounts must remain in stock location.**

### ROLL CAGE:

Minimum 4 point roll cage required with up rights mounted to frame, two additional kickers recommended off rear of cage to rear of frame. Roll cage must be constructed of minimum 1 ¾ round tubing with a wall thickness of .095 in. No square or rectangle tubing. Minimum of 3 door bars running parallel to frame. Minimum of 1 door bar on passenger side. Must have at least 3 windshield bars in front of driver.

### BODY:

Body must match frame. Body must be mounted in stock location. Steel bodies only. No composite or fiberglass body parts. All plastic, lights, grills, glass, door handles, mirrors, and interior must be removed. Grill opening may be filled in with steel sheet metal. No sharp or jagged edges. No flat beds. Tailgates are required, and must be welded shut in at least 4 places. Any sunroof openings must be closed up with sheet metal. No tinning in top of truck box. No gutting of any body panels. Any patches

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should be constructed of steel. No tonneau covers. Numbers must be minimum four inches thick and 20 inches tall and clearly visible, on both sides, top and back of truck, and front, if possible. Windshield screen recommended.

#### **DRIVERS COMPARTMENT:**

Must remove all interior including dash pad. No cockpit type interiors. Stock instrumentation is permitted. One aftermarket oil pressure and one aftermarket water temperature gauge allowed. No aftermarket tachometers allowed, only tachometer allowed is a stock one in cluster. No mirrors of any kind permitted. Must use aluminum racing seat and should be mounted securely to cage. No plastic or fiberglass seats. Stock steering column mounted in stock location. Must use stock brake pedal assembly and master cylinder (no aftermarket pedal assemblies)

#### **FRONT SUSPENSION:**

Front suspension must match make and model. May use 2wd or 4wd front suspension. If using 4wd, front driveshaft must be removed. Front suspension components must be stock and mounted as stock. No relocating suspension mounts. All control arms must match left and right, and must be equal length side to side. One, Stock type oil or gas shock per wheel mounted in stock location. No racing, air, split valve, or Schrader valve shocks allowed.

#### **STEERING**

Stock steering column mounted on left side in stock location. No center steering. No quick steer devices. All steering components must be of stock origin. No swedge tube tie rods. Quick release steering wheel allowed.

#### **SPRINGS**

Leaf, coil, and torsion bar style springs allowed. Must match vehicle. May replace springs with OEM springs-no racing springs allowed. No spring rubbers or spacers. No screw jacks or adjuster cups or any other type of spring adjusters allowed. Rear springs must be multiple leaf stack with a minim of 3 springs. Must be the same side to side. No aftermarket spring sliders. Springs shall be made of steel, no fiberglass or composite springs.

#### **REAR SUSPENSION**

All rear suspension components must be stock and mounted as stock. Must be of leaf spring rear suspension, no independent rear suspension, no multi link suspension. **Wheel base shall match side to side**



#### **REAR END**

Any ½ ¾ or 1 ton rear ends allowed. No dual rear wheels. Front and rear bolt patterns must match (if it has 5 lugs on front wheels it must have 5 on rear) either flanged axle or bolt in axle allowed must be stock for that make. No aftermarket rear end housings allowed. Spider gears may be welded.

#### **BRAKES**

Must use stock brake pedals and master cylinder. No brake proportioning devices. No shut off valves. All 4 wheels must lock up. No aftermarket rear disc brakes setups.

#### **TIRES/WHEELS**

Must use Hoosier G60 racing tire. Tires must durometer 50pts after race. No grooving or softening of any tires. Tires may be ground and siped within the confines of tire tread. May use stock or aftermarket rims including steel racing rims up to 8 inch wide. (Aftermarket 8 bolt 15 inch rims are available for those choosing to use ¾ or 1 ton trucks.) No bead locking devices. Over size studs and lug nuts allowed.

#### **BUMPERS**

Stock front and rear bumpers only. No DMI type aftermarket bumpers, no tube type bumpers, no lumber. May weld bars to top of bumper to protect radiator opening.

#### **EXHAUST**

Cast iron exhaust manifolds only. No headers. Exhaust must run at least to back of cab with exhaust exiting parallel to ground, no turn downs. Converters may be removed.

#### **FUEL SYSTEM**

Any fuel tank originally mounted outside of frame, or in front of rear bumper, must be securely relocated to bed of truck. Fuel cells mounted in rear of truck recommended. Fuel cell bladder must match can it is in. Maximum fuel cell allowed is 32 gallons. All fuel cells must have roll over flaps and roll over valves. No aftermarket fuel injection systems. Engines must run on unleaded gasoline only. No race fuel of any kind. No fuel additives, no nitrous oxide. OEM production push rod style fuel pumps mounted in stock location only. No electric fuel pumps, no fuel pump regulators

#### **ELECTRONICS**

One 12 volt battery allowed. Battery may be relocated but must be mounted securely and mounted in a battery box if not mounted under the hood. No aftermarket computer control systems. No hi- torque mini starters



#### DRIVE SHAFT

Driveshaft be minimum 2 inch o.d. and painted white. Drive shaft loop required 6 inches behind front universal joint. If using mid shaft bearing type driveshaft, a driveshaft loop will be required six inches behind front universal joint as well as another loop six inches behind mid shaft bearing.

#### WEIGHT

No adding ballast of any kind. This includes no building of any brackets, braces or mounts out of excessive material for the purpose of adding weight.

#### ENGINE

Any American make engine allowed. Engine must be in stock location and mounted like stock, solid engine mounts permitted. Engines may be V6, straight 6, or V8 Maximum 361 cubic inches (GM); 363 (Ford); 370 (Chrysler). Cubic inch verified by using a pump. Maximum compression ratio 9:1. Compression ratio checked by using whistler. OEM steel passenger vehicle production block only. No GM Bowtie, Ford SVO or Chrysler W components allowed. GM approved block numbers are: 10105123, 10066034, 3892657, 3914660, 3914678, 3932388, 3932386, 3956618, 3970000, 3970006, 3970010, 3970014, 10066033, 10066036, 10243880, 14010207, 14010209, 14010287, 14016376, 14016379, 10054727, 14088528, 14088548, 14088552, 14093638, 14101148. No splayed main caps. Stroke must match block. No 400 or larger cubic inch parts allowed. Flat top or dish pistons only, no gas ported pistons. OEM or OEM appearing replacement steel crankshaft only – cannot be lightened. No aerowing, bullnose, knife edge, undercut or drilling of second or third rod throws. OEM or OEM cast appearing replacement steel rods only – GM 5.7 inch, 6 inch or GM Vortec rod part number 10108688 allowed. Cap screw allowed. Conventional hydraulic flat tappet cam and lifters only, cannot alter lifter bores. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2). Wet sump oiling system only. Steel oil pan only. Racing oil pans allowed. **Mandatory inspection hole in oil pan with no obstructions to crank and rods. IF tech inspector is unable to see what he needs to, oil pan may need to be removed.** Steel heads only. Must be unaltered approved OEM and minimum 76 cc combustion chamber (GM). Only GM OEM approved head numbers are: 14079267, 3986336, 3986339, 3986339X, 3986388, 3932441, 376445, 3928454, 3932454, 3876487, 3973487, 3973487X, 3973493, 3951598, 468642, 330862, 333882, 3998920, 3998991, 3998993, 3998997, 3970126. Maximum size valves on these heads are 2.02 inch intake and 1.60 inch exhaust. May use Stock Replacement (SR) cylinder heads: Engine Quest (EQ) GM part number CH350I, (EQ) Chrysler part number CH318B, World Products Ford part number 53030 - 1.250 inch ( $\pm .015$  tolerance) maximum O.D. valve springs. All SR heads must remain as produced, seat angles and valve sizes cannot be changed: three angle valve job only (absolutely no casting removal in valve pocket of EQ or World Products head, for any reason); Ford - no SVO heads; Chrysler - no W-2 heads, 360 cubic inch heads only. No porting, polishing or unapproved alterations allowed to any



cylinder head or intake. Guide plates, screw-in studs (GM 0.375 inch max) and polylocks allowed. No stud girdles. No roller or roller tip rocker arms. OEM steel rocker arms only. GM - 1.250 inch ( $\pm .015$  tolerance) maximum O.D. valve spring, no beehive valve springs allowed. Unaltered, approved OEM cast iron or OEM cast aluminum low-rise 2 or 4 barrel intake. Only unaltered (no porting or polishing) aftermarket aluminum intakes allowed are: Weiand GM #7547, #7547-1; Ford #7515, #8023 or #7516; Chrysler #8022; Edelbrock GM #2701; Ford #7121, #7181, #7183; Chrysler #2176. No water cooling lines allowed. Unaltered OEM type harmonic balancer only. OEM type steel or aluminum water pumps only. Must run OEM style ignition components. No MSD or other performance ignition. Hydraulic flat tappet camshaft only.

\*\*May also use unaltered sealed GM #88958602 or #19258602 crate engine. Oil pan may be replaced with Kevko pan #1087NRHw/ISP and Kevko pick-up #1003- HEI ignition system only.

#### **Carburetor**

Must use stock 500 cfm Holley 4412 two bbl carburetor on all engines. Must fit gauges. Must have stock metering blocks, no billet metering blocks. Maximum 1" carburetor adapter plate allowed. Air cleaner must sit directly on top of carburetor. No cold air boxes, no devices allowed that may direct or funnel air towards the carburetor.

#### **TRANSMISSION**

Must use OEM production automatic or manual transmission. If utilizing a 4wd chassis, it is permissible to remove transfer case and run a 2wd transmission.

#### **AUTOMATIC:**

Must use stock torque converter. No direct drive couplers. Must have a 270 degree scatter shield minimum 2 inches wide and  $\frac{1}{4}$  inch thick. No transmission coolers allowed inside of the drivers compartment. Must have minimum one inch inspection hole in flywheel cover, or make cover easily removed. Must be a production truck transmission. (no powerglides etc)

#### **MANUAL:**

Must use OEM production clutch. No multiple disc clutches, no in/out boxes. No lightening of flywheel. Must use either steel explosion proof bell housing or use a scatter shield that covers 270 degrees of the clutch. Scatter shield must be constructed of a minimum two inch wide by  $\frac{1}{4}$  inch thick. Must have minimum one inch inspection hole in bell housing. Must use either steel explosion proof bell housing, or use a scatter shield that covers 270 degrees of the clutch. Must be a production transmission for a truck. (no aluminum Muncie etc).



**FOR THE SAKE OF KEEPING THIS A CHEAP COMPETATIVE CLASS, AMENDMENTS TO THESE RULES MAY BE MADE AT ANY TIME IF CERTAIN TYPES OF TRUCKS ARE DOMINATING.**

**ENGINE PROTEST PROCEDURES:** Within 5 minutes after race, any driver starting feature may, for \$300, protest (in writing) any engine. **Protest and money must be taken directly to tech official.** \$100 of the protest fee goes to the track and will not be refunded, regardless of protest outcome. Driver may only make one protest per event, may not protest another driver finishing in a position behind them and may not protest same driver more than once per calendar year. One protest allowed per event, draw determines multiple protests. Under this protest, following MUST be inspected: intake manifold, cylinder head (removal required), bore and stroke, and visual inspection in oil pan. \$200 will be returned to protestor if engine is found illegal. If engine being protested is found legal, \$200 protest fee will be paid to driver being protested. If parts are found illegal, or if driver refuses to submit to protest, automatic disqualification and no track points. **During engine protest, only people allowed in the immediate tech area will be driver being protested along with one crew member, protesting driver, tech inspector(s) and the race director. Race director and tech officials' decisions are final.**