



2009 Montgomery Motor Speedway Super Truck Rules

May 07, 2009

DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS 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 reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of MMS Technical Director. Their decision of MMS Technical Director and/or Management is final.

PROTESTS

1. Only drivers may protest. Protesting drivers and protested cars must have finished in the top five and be on the lead lap. All protests must receive an approval from the Tech Director. Spite protests and unsportsmanlike protests will not be accepted.
2. All protests must be submitted to MMS Tech Director in writing within 10 minutes of feature race completion, and be accompanied by \$250 CASH. The driver who wins the protest will receive \$225. Driver can only protest 3 times in one season and must wait three weeks before protesting again.
3. Drivers or cars found illegal forfeits all points and moneys earned for the entire race meet.
4. Refusal to comply with protest or to tear down when instructed by MMS Tech Inspector(s) will result in a fine equal to protest amount, an automatic two event point suspension, and loss of points and money earned for the event. Upon returning to competition driver must agree to tear down after racing events for free.

GENERAL RULES

These rules are intended to produce a fair and competitive field of like cars and are subject to change as needed, without notification or justification. MMS Management reserves the right to refuse any competitor without reason or justification. The intent and interpretation of the rules will be the decision of MMS Chief Technical Director. If there are any questions regarding the legality of any part(s), the burden of proof lies with the competitor.

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1. WEIGHT

All specified weight requirements will be with driver, fuel, oil and water after race.

A. Maximum allowable left side weight will be 56% of total weight.

B. Minimum weight 2,850 pounds.

C. Additional weight may be added in block form of no less than 5-pound blocks (no pellets). Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with truck number painted in red or black. Any lost weight will result in a \$10 per pound fine to the driver.

D. 1 pound burn off per lap.

2. BODY

The truck body must be approved by MMS Technical Inspector(s). All body parts must have a minimum clearance of 4" prior to race with fuel, oil, and water, without driver. Uses of headlight and taillight decals recommended.

A. Bodies will be fiberglass or PVC (rubber) replicas of the standard cab. No carbon fiber parts allowed. Note: Bed lids can be either fiberglass or sheet metal.

B. Approved bodies: 1997-2003 Chevrolet C10/Silverado, 1997-2006 Ford F-150, 1997-2006 Dodge Ram

C. Body must be mounted in the center of the frame and fit the 108-inch wheelbase of truck with wheels in center of wheel wells.

D. Minimum roof height must be 55 ½", measured from a point in the center of the roof 10" behind top of windshield. Maximum height at rear of roof is 56"; maximum variance from a point 10" behind windshield to rear of roof is ½". Minimum rear deck height must be 36", measured where rear deck meets the spoiler. Minimum window opening must be at least 16".

E. Body must maintain original configuration, size and shape.

F. Front and rear window opening must be covered with a minimum 1/8" inch thick clear polycarbonate. Clear polycarbonate must cover entire opening and should follow the contours of the body. Clear polycarbonate (1/8") side window vents are optional and cannot exceed 9" in height.

G. Front windshield opening should have a minimum of two 1" by 1/8" straps located in the center of the windshield behind the clear polycarbonate and placed no closer than 3" apart.

H. **Hoods must remain flat.** Positive fasteners must be installed either a minimum of four hood pins, or two hood pins or two rear hinges. A small notch, not to exceed 1.5", on the far passenger side of the hood will be allowed for an overheating tube.

I. Full rear deck lids are mandatory and must completely cover the rear of body. Deck lids can be either fiberglass or sheet metal. The rear half of the lid must be able to open for inspection purposes. Positive fasteners must be used on left and right side to secure opening position of the lid.

J. Front air dams must maintain original configuration and all body support brackets must be located inside the body structure.

K. Rear spoiler is mandatory. Maximum width of spoiler 60", measured across the backside of spoiler, maximum height of spoiler is 6". Spoilers must be solid 1/8" sheet metal or ¼" clear polycarbonate. No forward rudders or mounting brackets will be permitted.

3. INTERIOR

A. Truck interior must be complete and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment.

B. Truck may have an installed dash panel with optional gauges. No digital gauges permitted.

C. ON-OFF switch must be located on dash within easy access of driver as well as access from outside left window opening. ON-Off positions must be clearly marked.

D. Quick release steering wheel is mandatory. Center top section steering post must be padded

with at least 2" of padding material.

E. All roll bars surrounding driver must be padded.

F. A window net must be installed in the left side door glass opening. The window net must be a rib type, made from nylon material with a minimum 1" square opening between the ribs. All window nets must have quick release mechanism and be welded to roll cage.

G. Rear view mirror permitted inside of truck only.

4. ENGINE

O'Reilly Super Truck Series engine or #604 crate engine - seals must remain as installed. Tampering with or removal of seals will result in disqualification.

Or

Engine, transmission and body of truck must be of same manufacturer Engines Displacement: Chevrolet - 305 CID, maximum overbore .067, Ford - 302 CID maximum overbore .067, Dodge - 318 CID maximum overbore .067.

A. Engines must be factory production OEM cast iron cylinder blocks built for standard production only. Casting numbers must be unaltered and legible. Blocks may not be painted or coated in the interior. Block decks may be strengthened and blocks may be debured. Blocks may not be offset bored and must maintain OEM type bearings in the main journals.

B. Only OEM steel or cast crankshafts permitted. **No aftermarket steel, lightened, knife edged or otherwise racing crankshafts permitted. OEM stroke must be maintained.**

C. OEM or OEM appearing after market rods permitted. Rods may not be polished or otherwise altered. Piston pins may be fitted or floated. Steel racing rods or aluminum rods prohibited. Rod length: GM 5.70 inch, Ford 5.16 inch, Dodge 6.12 inch

D. Flat top or dished pistons permitted Wrist pin must remain in OEM position. Cast or forged pistons permitted. No coating, painting or otherwise alteration of pistons permitted. Minimum deck clearance is .000.

E. Compression ratio of engine is limited to 10:5 to 1.

Engine Placement

Engine must be centered between frame rails. Engine must be installed in its original position. Ford or Dodge engine is to be installed as near the original position as possible. No set-backs permitted. Engine must bolt securely to mounts.

Camshaft

Any manufacturer permitted. Maximum lift: Chevrolet .458, Ford .488, Dodge - .458.

Lifters

Only OEM or OEM replacement lifters permitted. No solid lifters or altered lifters to perform as solid lifters permitted. No oversize lifters permitted. Anti-pump lifters are allowed.

Rocker Arms

- A. OEM rocker arms only permitted with OEM ratio: Chevrolet & Dodge 1.5, Ford 1.6.
- B. Roller rocker arms permitted. No shaft type rocker arms permitted.

Cylinder Heads

- A. Chevrolet must be GM stock cast iron 305 cylinder head, Dodge must be stock cast iron 318 head, Ford must be stock cast iron 302 head. No aluminum or Vortec heads permitted except L-30 type heads. Must retain original 2 valves per cylinder.
- B. Valve size; Chevrolet - intake maximum 1.84, exhaust maximum 1.5, Dodge - intake maximum 1.78, exhaust maximum 1.469, Ford - intake maximum 1.781, exhaust maximum 1.469. Ford & Dodge may use same size valves as Chevrolet.
- C. No special after market valve permitted and valves may not be canted in heads.
- D. No polishing, porting, matching of ports acid washed or flowed allowed in any manner.
- E. Studs may be pinned. Screw in studs permitted.

Valve Springs

Valve springs must retain stock diameter & height. Spring seats may not be enlarged or otherwise altered. Maximum spring seat pressure limited as follows: Chevrolet 115 lbs, Ford 115 lbs, Dodge 130 lbs.

Intake Manifolds

- A. Only the following intake manifolds permitted with no substitutions allowed: Chevrolet Edelbrock #7101 or 7116, Ford Edelbrock #7121, Dodge Edelbrock #7176.
- B. No altering, polishing, porting or matching of ports allowed in any manner. No laser treating or micro holes allowed. Plenum may not be altered and no devices are permitted inside runners or plenum.

5. CARBURETOR

- A. Holley 500 CFM model number 4412 permitted on SAS/Lanier sealed motor/built motors. A 604 crate motor requires Holley 650 HP 4150-80541 4-barrel.
- B. Body of carburetor - no polishing, grinding or drilling of holes permitted. No paint or any other types of coating other than from carburetor manufacture are allowed inside or outside of carburetor.
- C. Choke and choke horn may be removed, but all screws must be permanently sealed.

- D. Booster size or shape must not be altered. Height must remain standard.
- E. Venturi area must not be altered in any manner. Casting ring must not be removed.
- F. Base plate must not be altered in shape or size.
- G. Stock butterflies must be used and cannot be thinned or tapered. One idle hole may be drilled per butterfly. Screw ends may be cut even with shaft; screw heads must remain unaltered.
- H. Throttle shafts must remain standard and cannot be thinned or cut in any manner. No silicone or epoxy allowed on throttle shafts.
- I. Any attempt to pull outside air other than down through venturi is not permitted.
- J. Throttle linkage must have at least 2 return springs. Throttle stop recommended.

Carburetor Spacer

A. Only one non adjustable one-piece solid aluminum spacer permitted maximum 1 in height, with 1 gasket per side not to exceed .065 in thickness. Spacer must have two holes with openings cut perpendicular, matching carburetor base, and no larger than base of carburetor. No taper or beveling permitted.

6. AIR INTAKE

- A. Air cleaner cannot be removed at any time during competition or practice.
- B. Only round dry type paper element 12-20 in diameter, maximum 5 in height must be used in air cleaner at all times. Element may not be sprayed or soaked with any type of chemicals or liquids. All air shall be filtered through element. Air cleaner housing must be of metal type. Top of air cleaner must be solid, no holes. It will be permitted to shield the front area of the air cleaner up to a maximum of one half the air cleaners diameter and not wider than the height of the air cleaner filter. Top and bottom of the air cleaner housing must be the same diameter. A maximum of a 1" lip from the air cleaner to the top and bottom edges of the air cleaner housing is permitted. Nothing may direct or control the flow of air inside or outside of the air cleaner housing except the air cleaner element.
- C. Cowl induction, air ducts or baffles will not be permitted on or leading to the air cleaner. An opening 2 1/2" by 20" may be cut in the hood behind the carburetor with the back edge either meeting or a maximum of 1" from the windshield. A fresh air deflector will be permitted and must be placed at the center of the leading edge of the windshield directly under the hood opening. The fresh air deflector must be made of aluminum and measure a maximum of 2" down and 2" foreword by 20" in width with square bends and no radius or air flow devices, end caps permitted no larger than 2" by 2".
- D. No sheet metal heat shields or any other type of hot air deflection device or air flow deflection device will be allowed past the backside of the radiator or in the engine compartment.

7. FUEL CELL

A. Maximum 22-gallon fuel cell must be mounted in steel container with a minimum of two, made of 1" square tubing, protection braces wrapping around fuel cell from front, underneath and to back of cell and a rear protection bar of 1.75" tubing extending below the rear of frame and at least ½" below the bottom of fuel cell to cover the width of the fuel cell. Fuel cell and steel container must be mounted in center of frame and behind centerline of rear axle. Fuel cell and container must have a minimum of 7 inches clearance from the ground. No pressurized cells permitted.

B. Only one fuel line permitted to transport fuel from cell to pump. Left or right side fuel pickup permitted. Fuel line must not run inside drivers compartment. No additional fuel cells or containers permitted. Fuel cell must have rear cell protection bar of 1.75" tubing extending below the rear of the frame and at least ½" below the bottom of fuel cell and cover the width of the fuel cell.

C. Electric fuel pumps prohibited. Only stock side block mounting mechanical pump permitted. After market fuel pumps are permitted but must be of same size and mount in stock location.

D. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system.

8. IGNITION

A. Only OEM and OEM replacement HEI distributors permitted. MSD ignition system permitted.

B. Alternator permitted.

C. Only one standard 12v battery permitted. Battery must be securely mounted outside and behind driver's compartment.

D. Self-starter must be installed and operative. All race trucks must start under their own power.

9. COOLING SYSTEM

A. Only block mounted belt driven water pumps allowed. Water pump impellers may be altered. Fan type optional. Fan shroud may not extend more than 2" past fan blades. Electric fans permitted. Aluminum radiator permitted and must be mounted in front of engine.

B. Water only must be used in the cooling system. Any additive to water, i.e. Water Wetter, must be first approved by a MMS Chief Tech.

10. OILING SYSTEM

A. Oiling system must be wet sump oiling system. Stock appearing oil pans must be used, right and left side kick out permitted. Oil pan baffles permitted and recommended. Only standard screw on OEM type oil filters permitted. Remote oil filters allowed.

B. Dodge engines may adapt an exterior oil line from right valve cover to oil pan.

C. Minimum ground clearance from bottom of pan is 4 inches.

11. EXHAUST

A. Any type tubular header permitted must have single flange. Exhaust system must not exceed 4.0 inches on diameter, only collector may be larger. Exhaust system must exit behind driver or out right side.

B. True visible **mufflers** required and exhaust system sound must not exceed 100 decibels at 100 feet. No vortex cones.

12. TRANSMISSION

Option 1

A. Only standard GM turbo 350, Ford C4 or C6, and Dodge 904 or 727 automatic transmissions allowed. Must have three forward gears and reverse. All gears must be working. Manual shift kits permitted. Reverse shift patterns permitted.

B. Stock torque converters may be used. NO hollow converters allowed. Minimum ten-inch torque converters permitted.

C. No exterior valve mechanism or band adjusters allowed.

D. Transmission coolers permitted. All cooling lines must be steel braided with screw in fittings. No rubber hoses or clamps allowed.

Option 2

A. Stock steel housing & tail shaft. **Must be steel housing no aluminum housing allowed.**

B. No lightening, drilling, or polishing of any gears or work parts inside of transmission.

C. OEM transmissions must have all working gears for that model. (I.E. made with 4 gears, must have 4 gears and all of them must work.)

13. CLUTCH

A. Minimum stock 10 ½" clutch assembly.

B. Must have approved safety bell housing with an inspection hole in bottom. No Aluminum or reverse mount housing.

C. Hydraulic throw out bearings are permitted.

D. No matching of the flywheel.

E. No aluminum clutch, pressure plate or flywheel parts.

F. The total weight of clutch, pressure plate, and flywheel may not weigh any less than 31lbs. with the bolts!

14. DRIVE SHAFT

Drive shafts and universals must be of similar design standard production type and must be made of steel. Minimum one 360° loops of 1 inch by 1/8" steel secured to cross member or chassis must be present to prevent drive shaft from dislodging from race vehicle. Drive shaft must be painted white with truck number painted in red or black.

15. FRAME

A. GM metric frame only may be used. 1978-87 Chevrolet Malibu, Monte Carlo, Pontiac Grand Prix, Oldsmobile Cutlass or Buick Regal. Frames must retain original 108-inch wheelbase. Maximum allowable difference from side to side is 1 inch. Frame may be fabricated from 6" off the centerline or rear axle to rear of truck and from front sway bar forward. Holes may not be cut to lighten frame. Frame may be X'd. Frames may not be narrowed. Front cross member must remain original and, may not be notched, narrowed, cut or otherwise altered. For Ford or Dodge, front cross members may be notched for oil filter clearance. At no time can cross members be notched over 50% of width of member or cross member may not be severed and moved.

B. Minimum ground clearance, prior to race with fuel, oil and water, without driver, is 4".

16. ROLL CAGE

A. MMS Chief Tech Inspector(s) must approve roll cage designs. Round steel tubing 1 3/4" OD round tubing by .090" minimum wall thickness must be used to construct roll cage. Roll cage should be box type with a cross support in the back and a minimum 9" upright support at the left front support.

B. Left door must have a minimum of three bars in (four recommended) and must have 1/16" minimum steel plate from frame to third door bar.

17. TIRES & WHEELS

Wheels: Racing steel 15" wheels only, maximum rim width 8", maximum offset difference of. Air bleeders not permitted. Hubs must have 5/8" wheel studs.

Tires: Treaded Hoosier 890. Front and rear tread width is 63" maximum. Spacers are permitted to maintain tread width. Tread width is measured from left center of tire to right center of tire.

18. SUSPENSION

A. Front suspension components must remain stock for original frame used.

B. Spindles, Bearings and Hubs Heavy-duty steel aftermarket hubs and rotors required. No steel sleeves permitted over spindle. No offset or dropped spindles permitted. OEM heavy-duty spindles (i.e. Impala, Truck, etc.) allowed and must mount in stock locations. Lower control arms cannot be shortened or otherwise altered.

C. After market tubular upper A-Arms with any ball joint, and bolting directly to OEM spindles may be used. Tubular or heavy-duty sway bars permitted. No heim joints on sway bars permitted.

Coil springs may be replaced but must mount in OEM stock locations on lower A-Frame and rear axle.

D. Only one shock permitted per wheel. All shocks must be steel, non-adjustable. No coil over shocks or coil over converted shocks permitted. Rear Shocks must mount in stock location on rear axle. Coil spring rubber inserts permitted. No leaf springs or torsion bars permitted. All bushings must be of stock dimensions. Rear sway bar permitted, but must be OEM stock bar. No Heim joints permitted. Must use stock type bushings. \$125 claim rule on shocks. To claim rule: Must finish in the top 5. Must pay in cash. Must make claim to official within 10 min of finish. Refusal of claim will result in disqualification with loss of points and money for the event.

19. STEERING

Steering box may not be removed from factory location. Universal joints up to 3 can be on steering shaft as well as Heim joints. No rack and pinion steering allowed. After market stock power steering kits or steering quickener kits allowed. Collapsible steering shaft is allowed. Original OEM steering must be used with exception: a racing center link permitted and heim joints allowed only where spindle and tie rod meet for bump steer purposes.

20. REAR END

A. Rear trailing arms must be stock and mounted in original brackets. Rear end must fit MMS rear end mount trailing arm bracket jig. No Heim joints permitted. It is recommended that any extra positioning holes be strengthened with welded washers. Rear trailing arms may be strengthened by welding one-inch strips on bottom with minimum of one inch between strips. No solid enclosed trailing arms permitted.

B. Rear end must be original 10 bolt GM. Gears must be original 7.5" or 7 inch (S-10 version). Any ring and pinion ratio permitted. Welded spider gears, mini spools, positive tack units, and locker type rear ends permitted.

C. As an option, the Ford 9" rear end is permitted. If this option is utilized, then the following rules apply:

1. Must be all steel, no aluminum except for drive flanges and caps.
2. Steel mini spool or steel full spool (8lbs min) permitted. No ratchets of any kind allowed.
3. Must be bolt in place of OEM GM 10 bolt utilizing all 4 rear links.

D. Rear end must fit MMS rear end mount trailing arm bracket jig.

Brakes

Front brakes must use original OEM appearing calipers. If heavy-duty hubs or rotors are used, they must bolt directly to OEM spindle and use OEM caliper. No adapters are permitted. Rear brakes must use OEM or OEM replacement components and any hubs or heavy-duty replacement hubs must attach to OEM axle and backing plate. Rear disc brakes allowed. After market brake pedal assembly allowed with double reservoir master cylinder required to be mounted on engine side of firewall. No aluminum brake rotors or drums allowed. Aluminum rotor hat permitted.

Brakes must function on all four wheels.