

2016 Tough Truck Rules

The following specifications prepared by Waynesfield Raceway Park are guidelines for construction of an entry level Truck Series entry. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules. They are intended as a guide and are in no way a guarantee against injury or death to participants, spectators, or others. These specifications are for the **2016** Racing Season at Waynesfield Raceway Park. Management reserves the right to change them at any time. Items in **Red** have been modified or changed for 2016.

1) BODY

- a) Truck Body-From 1983 to 2015. No full size or mid sized trucks. Any U.S. or import **mini**-truck must be full frame and rear wheel drive. No front wheel drive; no Bronco, Blazer, or SUV type body. Rub rails no bigger than 1" by 2" may be attached to body from fender wells, must be flush to body, and painted to match truck.
- b) **All glass to be removed and no covering of window openings. Doors must be secured shut.**
- c) May remove inner **panels (liners) of all steel body panels.**
- d) **Body contour must match that of the stock form of chassis. Top 6" of truck sides must match that of the stock variety. No Slab (squared off) bodies.**
- e) Must have full **steel** floor pan **min. thickness of 12ga. (0.1046) in drivers cockpit. The firewall must extend frame rail to frame rail. The non-cockpit material must be steel but can be 20 ga. Steel.**
- f) Body must match engine manufacturer (i.e. Ford body-Ford engine- Ford Chassis). **No mixing of anything.**
- g) Spoilers permitted. (Rear spoilers, up to 6" maximum blade height, may be used. Spoilers may not be made of fiberglass and may not extend beyond the edge of the fenders. Braces may not be longer than 10", nor higher than 6".)
- h) Hood must be removable **and have no openings (if you have a hood scoop you must have it closed off).** The truck bed must be covered in a **non-flammable material.**
- i) May replace lower fenders and quarter panels with aluminum. Top curvature and 6" down must be the stock steel body. No Slab body. Body length to ground must be as close to stock as possible.
- j) All panels that are on body as stock should still be on the body even if fabricated (**no removal of tailgates, door posts, roof posts etc...**).
- k) The tailgate must remain stock length and width. Must be at least to the top of the frame rail. Can be replaced with aluminum. **No opening at all in the rear of the truck. Must cover the latch holes and taillight holes with aluminum or sheet metal,**
- l) Truck weight minimum is 2400 lbs.

2) CHASSIS / FRAME

- a) Must be full frame truck with a stock body and frame. Must have an accessible lifting hook attached to the frame in both front and rear. **This is a MUST!!!**
- b) Weight jacks are permitted front only –one per wheel.

c.) No replacing stock frame with square tubing. **Square tubing may be added to reinforce as needed.**

3) BUMPERS

- a) Bumpers may be aftermarket. Tube bumper in rear is permitted.
- b) Bumpers/nerf bars may not extend past the body more than the diameter of the tubing.
- c) **Aftermarket plastic nose piece is allowed but must be a truck style nose. No MD3 or car style noses.**

4) INTERIOR

- a) Must be completely gutted. No mirrors.
- b) Firewalls must be completely covered with sheet metal (min. 16 ga. .0598) and extend door-to-door.
- c) Racing seat only. It must be securely mounted to the roll cage. It must stay in standard location. Absolutely no mounting to the floor. **Containment adapted seats recommended.**
- d) Must have 4-point roll cage-1 1/2 O.D. minimum, with minimum point .095 wall thickness, mild steel with 3 door bars on driver's side, and 2 door bars on passenger side. Rear diagonal in hoop behind driver from top halo to base cage. Also top hoop above drivers head must have a cross bar in the center. A roll bar rear brace must be kept inside of rear frame work. Rear loop permitted-1 1/2 O.D. .095 wall.
- e) **There must be a minimum of 2" clearance between the top of the driver's helmet and the bottom of the roll cage.**
- f) Must have door intrusion plate on driver's side. Recommend 1/4" steel plate.
- g) **No added electrical devices, lights or switches allowed. Only ignition, starter, fan, fuel shut off and battery switches/lights permitted)**
- h) **Hydraulic and/or pneumatic weight jacks, trackers, or similar adjustable components of any type will not be permitted. No in-car adjustments allowed.**

5) ENGINE-

FOUR CYLINDER ONLY

- a) Must be stock **to a mini truck. If the engine wasn't produced in a mini truck then it's not legal.** No engine setback (1st plug no further back than the center of the upper ball joint).
- b) Stock ignition only. No dual point distributors, no magnetos. **No aftermarket distributors (non-stock style), timing advance units or MSD devices.**
- c) Headers permitted. **All exhaust must exit under the truck and towards the back of the truck. No turn downs or turn outs.**
- d) Carburetor may be no larger than -350 cfm or less. **Original stampings must be on carburetor.** Choke horn must be unaltered. **Must have adequate return springs on linkage and no binding.**
- e) No aftermarket heads.

- f) Cams-No cutting spring pockets –**stock valve train.**
- g) Clean up pockets as long as they are done by hand. Gaskets must match.
- h) Flat top pistons only. No domed pistons.
- i) Stock valves, springs, rockers and pushrods. **Valve covers may be removed for inspection (track not responsible for gasket).**
- j) Adjustable lifters okay.
- k) No boat motors. (Iron Duke Intake and exhaust on same side).
- l) Single overhead cam except Nissan & Toyota. This means no Eco-Tech
- m) **Intake must be a stock intake to the engines casting numbers. No Aftermarket or homemade intakes. Intake may be adapted for carburetor use with no higher than a 1 1/2" high adaptor flange welded on. Must be welded in stock location and non-adjustable.**
- n) No titanium.
- o) No strokers. **This means no 3.0l internals or entire engines.**
- p) Bore 60,000thover max.
- q) Stock fuel injection.
- r.) **Engine make must match brand of chassis (i.e. Chevy engine = Chevy Chassis)**
- s.) **No Turbos!!**
- t.) **WRP may choose to use a restrictor plate that must be ran by all competitors. If we choose to do this all plates will be provided and inspected by the track. You will receive at least one week notice of this change. In the case of the fuel injected trucks we will issue a restrictor for the air intake.**

6) FUEL, FUEL CELLS AND FUEL PUMPS

- a) Electric fuel pumps are permitted. Must have a manual shut off within driver's reach.
- b) Must be gasoline only. No alcohol permitted. No fuel additives.
- c) **Anti rollover valve on all fuel tanks are required. (check valve).**
- d) **Fuel caps must be tethered to the tank and marked with truck number on it.**

7) BRAKES

- a) Must have four wheel drum or disc brakes which lock up during inspection.
- b) No shutoffs
- c) No lightening of rotors. Must be stock style rotors.

8) REAR ENDS/DRIVELINE

- a) Any O.E.M. Truck rear end. No quick change device.
- b) No 9" Ford rear end.
- c) No aluminum driveshafts
- d) All factory gears must be operational.
- e) **Aftermarket clutch is permitted.**
- f) **No Berts, Falcons, Power glides or any other form of direct drive.**

9) TIRES & WHEELS

- a) All wheels must be steel 8" maximum, width with 1" lug nuts.
- b) May run racing wheels on all four wheels.
- c) Bead locks may be used on the right side only. NO left side bead locks!!
- c) The approved tire is the Hoosier A-40, **A-40S**, H-40 and D-40 compounds in the plated tire 26.5/8.0/15 or 27.5/8.0/15. The maximum width of the tire will be 9" inches. The new UMP compound is not legal to run this season.
- d) Tire siping and grooving will be permitted.
- e) Tire softeners or prep of any kind will not be permitted.

10) SUSPENSION

- a) Front suspension and steering must be unaltered O.E.M. and in stock location. **May run non-adjustable tubular upper control arms. The uppers must remain in stock location and use stock mounts.** Lower control arms must be OEM stock.
- b) Steel Body racing shocks permitted. NO Coil Overs permitted. Location may be altered, one shock per wheel. No added canisters or chambers.
- c) Front springs may be race spring.
- d) No mono leaf rear springs.
- e) Rear leafs must be attached to the axle tube with secured U-bolts.
- f) No adjusting blocks under the leaf springs. Must be fixed blocks.

11) SAFETY

- a) Window Net required on all trucks.
- b) Approved fire suit, gloves and shoes required at all times. **Helmet-Snell SA2005 or newer. NO Motorcycle Helmets!**
- c) Each truck should be equipped with an SFI 16.5 or SFI 16.1 approved seat belt restraint system until the date of the belt expiration (usually two years). Seat belts restraint systems shall be installed in accordance with the directions and application of the system supplier or manufacturer.
- d) No transmitting or two way listening devices allowed.
- e) Drive shaft loop is required. Should be mounted no more than 6" from transmission. Drive shaft must be painted white. Loop must be at least 1/4 "x2" steel, or 1/4 chain.
- f) Front loop to protect radiator and tie in fenders is permitted. 1 1/2 O.D. tube frame and braces. Must retain stock radiator support. Radiator must not protrude above hood.
- g) All OEM trim and glass must be removed.
- h) All trucks must be equipped with an approved, working fire extinguisher.
- i) **Battery must be mounted outside the cockpit area. Battery must be secured in a locking mount.**
- j.) **All trucks must be equipped with a front window screen/bar system in order to protect the driver. It is recommended that you use 1/4" round bar welded from top halo bar to**

bottom cross bar of main cage. You can cover this in a steel mesh of some sort to assist in keeping the finer objects out.

12) APPEARANCE

- a) Must be kept in good appearance at all times. Truck must be painted to look like a race truck. No loose metal.
- b) Numbers must be 16”high on both sides of truck. 24” high on the top of the truck cab. All numbers must be 3” wide.

13) Engine Claim Rule

- a) Any lead lap driver in the same A-Main may claim an engine in the top 5 for the amount of \$1,000 + \$50 tow truck fee to pull. If a claim is made the claimer must give his/her engine to the person that was claimed along with the cash.
- b) The claim does not include clutch, carb, bell housing or air cleaner
- c) Refusal of the claim will result in forfeiture of all points and money for the evening along with a 1 week suspension.
- d) Claim must be made directly to a pit steward within 5 minutes of race completion.
- e) A driver will only be allowed one claim per season.
- f) Two refusals of a claim will result in a 6 week suspension.
- g.) The claim must be for a “like” engine to the claimer’s engine (i.e. if you run a Ford you can only claim a Ford).

The Absence of a specific rule does not imply approval, consent, or permission regarding the subject.

IF IT IS NOT MENTIONED IN THE ABOVE RULES...DON'T TRY IT!

Anyone disobeying these rules will be appropriately dealt with accordingly