



## 2009 SUPER TRUCK RULES

**NOTICE: PLEASE NOTE THAT THIS CLASS IS REQUIRED TO COMPLY WITH ALL RRCS RULES SECTION 1 THRU 5.**

**THE TOP 3 IN EACH QUALIFYING EVENT AND THE TOP 5 IN THE FEATURE MUST SCALE.**

### 1. ROLL CAGES

**1.1** Main cage/ door bars must be min. of 1.666 mild O.D. .095 steel tubing. Door bars as seen in diagram are mandatory, we strongly recommend that a 4th bar be added. Must consist of continuous hoops no less than 1.666" outside and have a wall thickness of .095. 1.2. Must be frame-mounted in at least six (6) places.

**1.3** Must consist of a configuration front and rear hoops connected tubing on the sides or side hoops in a manner deemed acceptable by the RRCS Track inspector. Driver's head must not protrude above cage with helmet on and strapped in driver's seat. Roll cage must be securely supported and braced.

**1.4** Low-carbon mild steel tubing is recommended. Other materials are subject to prior approval. No iron pipe or square tubing allowed. No brazing or soldering allowed

**1.5** Roll cage must have a 3/16" inspection hole in non-critical area.

**1.6** Side bars must be as parallel with the ground as possible, and located perpendicular to the driver so as to provide maximum protection for the driver, but without causing undue difficulty in getting into / out of vehicle. The side bars must be welded to the front and rear of the roll cage members. No brazing or soldering allowed; must be attached to frame in at least four (4) places. Must have foot and leg protection.

**1.7** Main roll cage must be within the limits of the cab. The roll cage to extend the full height of the cab. Center of front hub to back of main roll cage 76" max.

**1.8** If rub bars are used they MUST be one flat bar flush with body. Max. width 1"X 2" rectangular or 1 3/4" round. NO sharp ends and parallel to the ground.

### 2. TRUCK BODIES

**2.1** Trucks must have complete stock appearing 95 or newer standard cab body, with a stock side window opening. No flat sides. Must be centered on front stub. Back of truck must be closed with a stock appearing after market molded tail section only, no homemade tail sections allowed. Stock appearing after market molded nose section only; no homemade nose sections allowed. Maximum body width 82-inches.

**2.2** Bodies may intermarriage with frames.

**2.3** Driver's seat must remain in left side of truck and be securely fastened to frame or roll cage. Must have headrest.

**2.4** Must have full-length floor pan under driver (20 gauge minimum thickness steel).

**2.5** Air cleaner may not protrude through hood, no hole for air cleaner allowed.

**2.6** Must have full stock appearing after market or factory steel roof with all side posts intact, centered on body. No slope.

**2.7** Rear spoiler allowed. Maximum height/length 5-inches. Maximum 3 spoiler panels allowed, equally spaced. Spoiler panel max. size: 12-inches long, 1.25-inches at front and 5-inches at rear (height). May be adjustable. To extend the width of the tailgate maximum 72-inches.

**2.8** No side window enclosures.

**2.9** Must have screen or bars in front of driver.

**2.10** Hood, interior and box must be parallel to the ground/frame and of the same height.

**2.11** Truck interior must be level with bottom of window opening. No wedges, foils, rudders, wings or pieces may be added or built that is specifically designed to deflect, trap or form a wind break of any nature on any part of the truck except Rule 2.7.

**2.12** Top of truck box area must be closed in. No venting of rear box interior or tail section at any time.

**2.13** Rock deflector by driver's right hand may not be more than 4-inches high, and cannot extend beyond steering wheel.

**2.14** Cab must be in stock location for make of truck. A maximum of 76 inches measured from front spindle to back of cab.

**Note:** This class is designed to look like factory production trucks. The head tech official will determine if your truck meets these requirements.

### 3. CHASSIS & WHEEL BASE RULE

**3.1** Any American car frame with a minimum wheel base of 107-inches [no tolerance] both sides. Maximum overall width (front or rear) shall not exceed 78 inches from outside of tread to outside of tread.

**3.2** Front frame stub must use stock type suspension parts. Rear of front stub may be cut off no further forward than rear lower "A" frame mount.

**3.3** Front of stock stub may be cut off no further back than the front bolt of steering box.

**3.4** In cockpit steering may be modified to suit driver's taste, but must be kept on the left side of the cockpit. No center steering. Solid steering joint mandatory (metal to metal). There will be no boxing in of steering column. After market steering reducers allowed.

### 4. SUSPENSION - FRONT AND REAR

**4.1** Front suspension must be unaltered O.E.M. and be in stock location, and must be replaceable by stock parts. Weight jack must be in original centerline of spring. Stock passenger car spindles only; no fabricated spindles. Bottom A-frames cannot be altered or moved. Front sway bar must be O.E.M. No aluminum or fiberglass suspension or rear-end parts allowed unless otherwise stated. Steering box must be O.E.M. and must remain within original bolt pattern for type of frame used. No rack & pinion allowed. In-cockpit steering may be modified to suit driver's taste, but must be kept on left side of cockpit. No center steering allowed. Calipers cannot be lightened and must be O.E.M. Rotors cannot be lightened. Rotors may be re-drilled for different bolt pattern or larger studs. No drilled or lightened rotors allowed. Vented rotors only front and rear.

**4.2** Tube-type upper A-frames allowed and can be moved.

**4.3** No coil-over shocks allowed either front or rear. No homemade coil overs can be used anywhere on race car.

**4.4** Rear of frame may be altered to accept leaf or coil springs; any coil spring must be at least 4.5 inches outside diameter. Steel springs only. No torsion bars allowed in rear.

**4.5** No hydraulic, ratchet or electric weight jacks anywhere in or on car. No air shocks or air bags allowed.

**4.6** One shock per wheel.. Additional shocks in other locations permissible.

### 5. TIRES

**5.1** A "7" or "8" inch Hoosier or American Racer tire only. No recaps allowed. There will be NO defacing or altering of manufacturer's identification markings on the tire.

**5.2** Steel wheels only: maximum 8-inch wheels; bead locks will be allowed on the right rear wheels only: 3/4-inch tolerance will be allowed for bead lock. If screws are used the wheels may not exceed the 8-inch limit. No modifications allowed on wheels. Steel bead lock only. Wheel spacer and/or adapter from the rotor to the rim cannot exceed 1-inch total thickness and may be aluminum.

**5.3** Any hard-surface wheel disc, when used, must be mounted under a bead lock or bolted-on wheel with at least three (3) bolts. No other hard-surface wheel discs allowed. Wheel spacers/adapter may not exceed one (1) inch.

**5.4** Tire rule to be reviewed in fall of 2002.

**6. DRIVE TRAIN - TRANSMISSIONS / CLUTCHES**

- 6.1** No automatic transmission without stock-size working torque converter. Must have working reverse. Safety blanket strongly recommended.
- 6.2** Any stock 3- or 4-speed transmissions. Bert Transmission are allowed. Must have working reverse, must have working clutch. Steel explosion-proof steel bell housing is mandatory on manual transmission. No flex-type flywheels used on straight-stick transmission.
- 6.3** No mini-disc, multiple-disc or racing clutches allowed. Hydraulic slave cylinder allowed; hydraulic throw-out bearing allowed.
- 6.4** Aluminum flywheels will be allowed. NO aluminum pressure plates. Stock-style disc only.
- 6.5** O.E.M.-type transmissions only. Transmissions may be lightened, but must have one (1) working forward and reverse gear. Gears in transmission may not change final gear ratio of rear-end less than 10% with a upshift or downshift of transmission.

**7. REARENDS**

- 7.1** Rear ends must be locked. No traction control differentials. No traction units.
- 7.2** 9-inch Ford, standard or heavy-duty quick-change end with steel tubes OK. No Hawk or sprint rear ends. Rear end must be centered. No magnesium rear end parts.
- 7.3** All floater parts must be steel except drive flanges. No gun drilled axles. No aluminum hubs.
- 7.4** Any passenger car or 1/2- ton truck rear-ends allowed.
- 7.5** Welded spiders or steel spools only. Any ratio allowed.

**8. ENGINE**

- 8.1** Engine will be mounted no further back than center of number one spark plug hole in line with center lower ball joint [1-inch tolerance].
- 8.2** No high-performance parts. Crankshaft and connecting rods must be O.E.M. to block with no lightening, grinding, knifeedging or polishing of any type. No marine parts. Absolutely no strokers. Balancing is allowed. No after-market rods or crankshaft.
- 8.3** Maximum overbore .040 Chrysler; .060 Chevy & Ford.
- 8.4** No aluminum heads, or blocks.
- 8.5 INTAKE MANIFOLD:** Aluminum intakes unmodified in anyway include GM-Edelbrock (non-Vortec) 2101, 2975, Wieand 7546 or 7547; Ford (M-351 or O.E. Windsor head) M-9424-C358, M 9424-Z351, Edelbrock 2151 or (O.E. Windsor head) 2980 or 2981; AMC- Edelbrock 2035 or 2930; Mopar-Edelbrock 2176 or 2915. Stock factory aluminum or cast iron, bowtie allowed.
- 8.6** No sanding, polishing, relieving, grinding, porting, chemical treating, abrasive blasting, ceramic work, addition of material or any alteration to the original form on cylinder heads or intake allowed.
- 8.7** Maximum cubic inch will be 360 c.i.d. for all makes except 360 Chrysler. Chevrolet will be permitted a maximum c.i.d. of 357. Ford will be permitted a maximum c.i.d. of 358, and Chrysler will be permitted a maximum of 367 c.i.d. Any flat-top pistons allowed; stock bore and stroke. Rods must match block. Chevy rod length: 5.7; Ford Cleveland rod length: 5.78; Ford Windsor rod length: 5.965. Chrysler 318-340 and 360 must use 6.123-length rod. No domed pistons. Stock block may be decked. Pistons may not protrude out of block on top dead center. Must be even or below block on all makes.
- 8.8** G.M. may use any production head with a maximum intake valve diameter of 1.94; maximum exhaust valve diameter will be 1.60. No angle-plus heads allowed on Chevy. The only after-market head allowed on G.M. is the World Products S/R, no.s 4351, 4361; 1.94 intake and 1.50 exhaust. No "bow-tie" or Vortex heads allowed. Chrysler may use a 340 head on a 360 block. No W-2 heads allowed on Chrysler. For Ford, Windsor heads must match a Windsor block and Cleveland heads must match the Cleveland block. The only GT40 head castings allowed are FIZEAA and F3ZEAA. No A.R.D. heads allowed. The only aftermarket head allowed for Ford is the Dart Windsor Jr., part no. 5303, with 1.94 intake and 1.60 exhaust [casting no. 1-056]. Screw-in studs allowed. Pinning studs allowed. No roller-type or roller-tip rockers allowed. O.E.M.-type stamped steel rockers only. No roller cam. No modifications of any kind allowed on rockers.

Guide plates allowed. No stud girdles allowed. Lifter valley pan and rocker poly locks allowed. Stock diameter valve springs only. All other makes of engines must be Track approved before they are allowed to race.

- 8.9** Any flat tappet cam allowed. No mushroom cam or lifters allowed.
- 8.10** No grinding or polishing of any kind allowed on heads and intake manifolds. Valve seats may be ground no further than 1/4- inch below top of seat. Head may be milled.
- 8.11** Any fan, water pump, or oil pump allowed; any type pulley allowed.
- 8.12** No dry sumps allowed. No gear drives allowed.
- 8.13** Any radiator allowed; must remain in approximate stock location.
- 8.14** Headers allowed. No weed burners. No exhaust in driver's compartment. [NO 180-degree headers allowed.]
- 8.15** Stock-type distributors only. No multiple-spark boxes. No magnetos.
- 8.16** No after-market harmonic balancers allowed. Stock balancers only. No modifications of any kind allowed. No 283 or 327 balancers allowed on any engine other than a 283 or a small journal 327.
- 8.17** No titanium parts of any kind allowed.

**9. ASPIRATION - FUEL**

- 9.1** Carburetion will be limited to one (1) stock HOLLEY 500 CFM 2-BARREL; part number 4412, with a 1-11/16-inch maximum throttle bore. No grinding or polishing of any kind allowed. All carburetor components MUST be for a 500 HOLLEY. No milling or grinding of throttle shaft allowed; shaft must stay round. The choke and air horn may be removed: this is the ONLY re-working allowed; must have stock measurements. Adapter plate - maximum thickness between carburetor and intake manifold with gaskets and adapter will be one-and-three-eighths (1-3/8) inches.
- 9.2** Fuel must be gasoline only; ethanol-enriched gasoline may be used. NO ALCOHOL, NO NITROUS OXIDE, OR NITRO, NO NITROUS DEVICES ALLOWED, NO METHANE, NO PROPOLENE OXIDE.
- 9.3** No electric fuel pumps allowed. No belt-driven fuel pumps.
- 9.4** Fuel cell must be located within the vicinity of the box with complete metal fire wall behind driver.

**10. ALUMINUM**

- 10.1** Aluminum or exotic metals not allowed: wheels, hubs, hats, rotors, calipers, A-frames, spindles, drive shaft, roofs, weight jacks, shocks, heim joints and trailing arms. No aluminum suspension parts allowed, except Rule 10.2.
- 10.2** Aluminum allowed: shackles, lowering blocks, aluminum heims on shocks and aluminum shafts on upper A-frames.
- 11. WEIGHT RULE:** 2800 pounds minimum (truck & driver after race).
- 12. ENGINE / TRANSMISSION PROTEST RULE ... REFER SECTION 4**
- 13. PUMPING RULE ... REFER SECTION 3, RULE 9**

