

2007 I94 Pro-4 Truck/Shorttracker Rules

1. COMPETING MODELS AND CONDITIONS:

A. Any compact regular or extended cab pickup truck, e.g. Chevy S10, Ford Ranger, GMC S15 or Sonoma, Nissan, Toyota, Dodge Dakota, Isuzu Hombre, Mazda etc. Foreign or American two-wheel drive only. No four wheel drive or front wheel drive vehicles allowed. No crew cabs, no SUVs (ie Explorer, Blazer Jimmy Etc.) Rear wheel drive cars are permitted but cars will be constructed and regulated as per separate I94 Pro-4 car rules. All cars and trucks, regular or visiting will use the I94 spec tire.

B. All trucks are to be brightly painted with contrasting colors. Trucks must be maintained in a neat appearing manner.

C. Truck numbers must be on both sides of the truck and on the roof. Numbers must be twenty (20) inches tall with a three (3) inch stroke per number. A minimum of three (3) inch numbers must be placed on the upper left corner of the windshield and the upper left corner of the tailgate cover. All numbers are to be neat appearing, in strong contrasting colors. No taped or spray painted numbers. Temporary numbers will be allowed to run for one (1) race only. Infractions of this rule will be cause for loss of purse money, non-scoring, and loss of points for that event.

D. Exceptions is for visiting driver's who will be allowed to compete with the approval of the Tech Person. All competing trucks will comply with a Safety Tech inspection.

2. CONDITIONS:

A. Any truck found to be illegal is subject to disqualification in that day's events (subject to the Tech Person's discretion). Any driver or crew member found in violation of these rules, or the general rules, is subject to suspension, penalties, and/or loss of points and purse for that day's events.

B. Director of Competition, and Director of Tech and Safety, reserve the right to interpret and/or change any rule at any time in the interest of fairness and/or safety. Read your rules, understand them and build to the rules not around them. Ignorance of the rules and their interpretation will not be accepted.

3. CHASSIS:

A. Any OEM rear end may be used in any truck. No positraction, torque-lock or other limited slip rear end on any truck. Independent or Quick-Change rear ends are not allowed.

B. Stock OEM (to the chassis used) steering gear. No steering quickeners. Steering shaft collapsable to protect driver. Stock OEM lower control arms will remain in stock OEM location. Stock OEM Upper control arms will remain in stock OEM location. No aftermarket drop spindles, stock OEM spindles and ball joints only. Heim joints are not allowed on tie rod ends. No coil-overs, shock mounts to be stock oem style to the chassis used and in the stock location. \$50.00 per shock claim. For the front end 5 or 5.5" diameter racing springs are allowed. Any spacers non-adjustable type only.

C. Any rear leaf springs may be used, aftermarket leaf springs are acceptable. Front mount on rear springs to remain in stock location with springs parallel to the frame. Rear shackles only, no spring sliders. Lowering blocks allowed, equal height both sides, adjustable type on one side only.

D. Front or rear weight jacks (ride height adjusters) are not allowed.

E. All four wheels will have functional brakes, stock parts only. Aftermarket master cylinder pedal assembly and brake bias are not allowed.

F. Minimum ground clearance ("ride height") is three inches with the driver.

G. All trucks must have accessible tow hooks, in the front and in the rear.

H. Minimum Weight after main event checker flag (NO GRACE WEIGHT):

1. 2150 Lbs with hydraulic head (tappets) no porting, no polishing or head work of any kind.
2. 2250 Lbs with solid head (tappets) no porting, no polishing, or head work of any kind.
3. 2350 Lbs with ported heads. (hydraulic or solid head).
4. Add 50lbs for over 2350cc

I. Weights and/or other factors may be adjusted on an individual basis to enhance competition at the discretion of track management.

J. Wheel base minimum is 101" for regular cab, 110" for extended cab.

K. All added weights MUST BE PAINTED WHITE!

4. ENGINE AND TRANSMISSION

A. Any four cylinder in line single camshaft. 2 valve per cylinder OEM Production truck or automobile motor. No Iron Dukes (2.5 Tech 4 allowed), no Kansas Racing Products or other using V8 heads. Engine does not have to stay in manufacturers line (any engine to any truck). Engines are limited to twenty-six hundred (2600) cubic centimeters, no marine parts, no rotary engines allowed. Stock stroke and rod length for the engine used, overbore max .040. \$600 claim on shortblock to include only the casting assembled with the crankshaft, seals, rods bearings, pistons and rings..

B. Aluminum or lightweight flywheels are NOT allowed. OEM Pressure plate and single disk clutch assemblies are to be used. Only Stock components allowed. No multi-disk or ram style clutch assemblies.

C. Cylinder head may be milled. Max Compression ratio 11:0/1 as checked after feature at track using Whistler tool.

Solid lifters, any Porting and Polishing weight penalty, see rule 3-H. OEM aluminum heads allowed only on engines that came with them but raise weight by 25lb must be lead weight attached to RF frame rail ahead of the front suspension.. No Esslinger or other aftermarket heads even though they may have factory casting numbers. Adjustable cam gears allowed. NO ROLLER CAM ASSEMBLIES. Stock oem or exact oem replacement valves only, no oversize valves. Intake valve diameter no larger than 1.75" diameter in any case. Exhaust valves maximum 1.5" dia.. Aftermarket steel valve springs, retainers, tappets, followers and/or lash adjusters allowed. Maximum valve lift at any valve .525" with lash set as raced. \$600 claim rule on the head includes only the casting assembled with valves, seals, springs, keepers, retainers and lash adjusters if attached to head (ie Ford OHC).

D. Carburetor (single carb only) stock oem 1 or 2 bbl only. The only aftermarket carburetor allowed is the Holley 2300 series 2 bbl carb (4412 500cfm maximum) but moves truck to ported weight category. No Demon or other aftermarket allowed. Choke mechanism can be removed. No modifications to the airhorn and no flow improvement devices. Air cleaners are mandatory. No cold air enclosures on the air cleaner. A maximum two inch carburetor adapter plate can be added to the intake manifold. No sidedrafts, blowers, injectors or turbos. Aftermarket intake allowed, but will move truck to the ported weight category.. Factory fuel injection allowed but exact

oem to the engine used. Absolutely no aftermarket injection systems or components. 200.00 claim on carburetor.

E. Any stock oem truck or passenger car transmission with three, four or five speeds can be used. Automatic transmissions must use a oem torque converter.No internal transmission modifications of any kind,all forward gears and reverse must be functional.. No in/out boxes.

F. Mufflers are mandatory and must be securely mounted. Noise level must not exceed 95 db at

100 feet. OEM exhaust manifold ONLY, Exhaust must exit behind the driver compartment. Exhaust system is not allowed to pass through the truck cab and is subject to tech inspection and approval.1.75”id max by 10” min length tailpipe on over 2350cc

G. All trucks must be self starting.

H. Any OEM auto/truck ignition parts allowed. No Mallory ,MSD, ACCEL, Jacobs etc or other aftermarket electronics.

5. RADIATOR AND DRIVELINE:

A. The radiator will remain in front of the engine. A catch can is mandatory on all vehicles on the track.

B. Water only in the cooling system. No antifreeze allowed, anyone caught violating this rule will be disqualified from that day’s events and may also be fined.

C. Driveshafts are to be painted white. Drivelines must have a metal strap or aircraft cable loop twelve (12) inches maximum behind the front universal joint. The strap or cable must not exceed three (3) inches below the driveline.

6. FUEL CELL AND BATTERY:

A. Approved racing fuel cells are recommended. All fuel cells must be mounted between the rear frame rails and a minimum of twelve (12) inches from the rear bumper with a minimum 1_” O.D. .095” protection hoop (submarine bar) with a single cross brace at the rear of the fuel cell. (Cont.) Hoop to extend below fuel cell. Fuel lines passing through the truck cab must run though a sealed pipe or conduit.

B. Fuel cells mounting is subject to tech approval.

C. Batteries must be securely mounted to the frame within the main rails using a suitable steel bracket. No mounting the battery inside of the cab.

D. Electric fuel pumps are optional and must have clearly marked power switch.

E. ALL trucks running an electric fuel pump will have an oil pressure shut off switch.

7. WHEELS AND TIRES:

A. Safety approved racing wheels recommended on all four corners, seven (7) inch wide maximum. No backwards mounting of wheels allowed. Wheels must be mounted properly.

B. Class tire is the Hoosier 790 23x7x13 . Maximum of 6 new tires per season,all new tires must be purchased from the track . Used tires available from other teams/drivers.

8. FUEL:

A. Pump gas, Racing fuel is allowed. No exotic fuels allowed such as alcohol, nitro-methane, etc. fuel specs to match fuel at the track

9. FIREWALL AND FLOOR PAN:

A. Tailgate, box sides may be skinned over or replaced with sheet metal. No open tailgates or

nets allowed. Truck box must be covered with fuel tank access. Stock appearing racing nose allowed. No other fabricated major body panels forward of the box. Skinning of the hood, fenders and /or doors is optional. Air scoops are not allowed. Fabricated radiator support allowed.

B. Truck cabs will be mounted in stock location, rubber mounts can be removed. Metal removable from cab only as needed for rollcage clearance with stock rocker panels, cab corners, cab mountings and doorposts intact. Stock cab and frame mount holes must intersect to allow a maximum cab setback of 1" from stock. Cab setback will be closely monitored. No altering roof, roof angle or height. Fabricated box panels, tailgate and nose panels are allowed but subject to tech approval for safety and appearance. The standard is stock appearing. Distance from top of cab to top of the box must be within 1" of stock for the body used. Box top (tonneau panel) to be at 90 degrees to back of cab, level to within 1" side to side (IE looks like stock). All top edges radiused, no sharp angles or sharp corners. Box width to within 1.5" of stock front to back. Fabricated boxes to be open on the bottom and closed on top and back.

C. Any metal removed to be replaced with steel sheet and fully welded. Modifications must maintain integrity of the firewall for strength and fire protection. Otherwise, firewall will remain unaltered from right door post to left door post. Windshield opening stock and unaltered. All unnecessary firewall holes filled.

D. Floor pan to remain in stock location with complete front door posts remaining in the truck.

All unnecessary holes filled.

E. Engine set back is not to exceed the number one spark plug in line with the upper ball joints. Dual plug heads use the farthest rearward #1 plug.

F. Rear spoiler (flat sheet construction only) is not to exceed six inches tall and no wider than the truck box. Maximum of 2 supports allowed to the front, maximum length 9 inches each. No active or movable spoiler or other aerodynamic devices allowed anywhere.

G. Stock brake and or clutch pedals only and mounted in the stock location. No pedal spacers. Accelerator with toe lift required.

10. ROLL CAGE:

A. Full roll cages are mandatory. Door bars must be installed (three on the drivers side and two on the passenger side), minimum of one and **three quarter** (1.75") inches O.D. tubing for the main cage, .095" wall thickness. The main cage will be standard roll bar tubing. NO SQUARE, GALVANIZED, WATER, GAS, ...ETC. TUBING ALLOWED. Down bars not to extend to the front beyond the firewall (ie NO baybars).

- B. A minimum 3/16" steel protection panel to be installed on drivers' side from rocker panel to top door bar and from front down bar to rear rollover bar.
- C. Right side of cage will not be left of the inside right frame rail.
- D. Fuel cell hoop -*SEE Rule 6A*
- E. No bumper mounted protectors. No nerf bars, front, rear or side. No stock rear truck bumpers. You may install a channel or tube in place of the rear bumper.

11. WINDSHIELDS:

- A. Trucks must maintain a full Lexan® front windshield. Windshield must be mounted with a minimum of four retainer clips (one in each corner of the windshield). The center of the windshield will be supported by three one inch wide by one eighth inch thick straps (two on the outside and one on the inside). The windshield straps will extend a minimum of two inches past the upper and lower part of the windshield. Mounting subject to Tech approval.
- B. Rear windows are allowed, no glass. No side windows

12. SAFETY EQUIPMENT:

- A. 180° scatter shields are required on all trucks. Can be mounted under or on top of the floor pan. Reinforced belt material is acceptable, but must be a minimum of three eighths (3/8") inch thick. Entire transmission hump must be covered if belt material is used. Scatter shield must run from the firewall to the rear of the transmission on all automatic transmissions. Belt material must be bolted securely with a minimum of three eighths (3/8") inch bolts with flat washers on both sides, a minimum of three bolts on each side of the transmission hump.
- B. All trucks must have fully charged fire extinguishers with readable gauges. Fire extinguishers must be securely mounted with in reach of the driver (no duct tape or wire). Fire Ext. must have current inspection tags. Mounting is subject to tech approval.
- C. All drivers must wear a track approved firesuit and helmet. Firesuits and helmets will be worn at all times while in the truck and on the race track. Full face helmet with head sock, fire rated gloves and shoes are highly recommended min snell 2000.
- D. Lap belts and shoulder harnesses are mandatory. Belts must be securely mounted to the roll cage. Safety belts must be of approved material and design, three inch wide lap and shoulder harness (five point harness is recommended). Harness must be installed according to manufacturers specifications and must be newer than 3 years from manufacturers' date
- E. Track approved aluminum race seat with head rest required. No stock bucket seat allowed.
- F. Window nets are mandatory, mounting is optional and is subject to tech approval.
- G. All trucks will have a main battery kill switch mounted in the back tin work with easy to read ON/OFF instructions. An other kill switch will be inside of the cab within reach of the driver while belted in.
- H. Quick release steering wheels are strongly recommended, this is due to the tight and confining conditions of the drivers compartment.

I. All trucks must comply with
I94 General Rules Section 13
(Safety Requirements).

13. TECH:

- A. All protests and claims must be submitted in writing to the Tech Director ten (10) minutes after the class main event. If someone is found to be cheating they are subject to fines, loss of points and suspension.
- B. Please, for EVERYONES safety, build your truck to the rules not around them.