



Dirt Track Truck Series

The following specifications prepared by are guidelines for construction of an entry level Dirt Track 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. Series officials reserves the right to change them at any time.

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) Must 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 12 ga. (0.1046) in drivers' cockpit. The firewall must extend **frame rail to frame rail.**
- 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 bodies. Body length to ground must be as close to stock as possible.
- j) All panels that are of 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 on 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) Bumper/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.
- d) Must have 6-point roll cage 1 ½ "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 driver's head must have a cross bar in the center. A roll bar rear brace must be kept inside of rear framework. Rear loop permitted – 1 ½ ".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 ¼ "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 block, head, intake with manufacturer's part numbers. 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. **Must be H.E.I.**
- 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 **7448 350 cfm**. Original stampings must be on the carburetor. Choke horn must be unaltered. Must have adequate return springs on the linkage and no binding. **No 4412 500 cfm carbs**. Gauge will be checked. Will not be inspected by part # alone.
- e) No aftermarket heads. Must have manufacturer's part number.
- f) Clean up pockets as long as they are done by hand. Gaskets must match
- g) Flat top pistons only. No domed pistons
- h) Stock valves, springs, rockers and pushrods. Valve covers may be removed for inspection (track not responsible for gasket).
- i) Adjustable lifters okay.
- j) **No boat motors**. (Iron Duke Intake and exhaust on same side).
- k) Single overhead cam except Nissan & Toyota. This means **No Eco-Tech**
- l) 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 1 ½" high adaptor flange welded on. Must be welded in stock location and non-adjustable.
- m) No titanium.
- n) No strokers. This means no 3.01 internals or entire engines.
- o) Bore 60,000th over max.
- p) No fuel injection must be carbureted.
- q) No turbos!!!!

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) All factory gears must be operational
- d) Aftermarket clutch is permitted.
- e) No Berts, Falcons, Power glides or any other form of direct drive.

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!!
- d) The approved tire is the Hoosier **A-40, A-40S, D-40, M30 & M60** compounds in the plated tire 26.5/8.0/15. The maximum width of the tire will be 9" inches
- e) Tire siping and grooving will be permitted.
- f) 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 O.E.M. stock.
- b) Steel Body racing shocks permitted. NO Coil Overs permitted. Location may be altered on shock per wheel. No added canisters or chambers. Must be the "WB" welded bearing style.
- c) Front springs may be race spring.
- d) No mono leaf rear springs.
- e) Rear leaf's must be attached to the axle tube with secured U-bolts.
- f) No coil spring rear suspension
- g) No pull bars, lift bars, J bars or birdcages

11)SAFETY (RULES ARE PER TRACK RULES. Check Track before attending. *DTTS NOT RESPONSIBLE.*)

- a) Window net required on all trucks.
- b) Approved fire suit, gloves and shoes required at all times. Helmet-Snell SA2010 or newer. NO Motorcycle helmets period.!!!
- 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 belt restraint system 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 ¼"x2" steel, or ¼" chain.
- f) Front loop to protect radiator and tie in fender is permitted. 1 ½" O.D> tube frame and braces. Must retain stock radiator support. Radiator must not protrude above hood.
- g) All O.E.M. trim and glass must be removed.
- h) Battery must be mounted outside the cockpit area. Battery must be secured in a locking mount and in a marine style container.
- i) All trucks must be equipped with a front window screen/bar system in order to protect the driver. It is recommended that you use ¼" 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 (WITH WILLING TOW TRUCK DRIVERS AND TRACK TIME RESTRAINTS)

- a) Any lead lap driver in the same A-Main may claim an engine in the top 5 for the amount of \$1000 + \$50 tow truck fee to pull. If a claim is made the claimer must give his/her engine to the person that is 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 for the evening along with a 1-week suspension.
- d) Claim must be made directly to a DTTS Official with 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) Must be claiming same manufacturer (ex. Chevy-Chevy, Ford-Ford)

The absence of a specific rule does not imply approval, consent, or permission regarding the subject. Contact DTTS Officials and or Owner Promoter.

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

Anyone disobeying these rules will be appropriately dealt with accordingly.

Owner/promoter: Andy King 419-204-7684 dirtracktruckseries@gmail.com

DIRT TRACK TRUCK SERIES POINT FUND GUIDELINES

- 1) Dirt Track Truck Series trucks must follow track safety and procedure rules as well as series rules.
- 2) Truck drivers must have DTTS license to receive points
- 3) Each driver is eligible for an individual scheduled Dirt Track Truck Series event after signing in with a paid entry fee unless that driver is disqualified for that individual event. Point stickers must be displayed visibly on both sides of the truck as specified by officials to be eligible for DTTS points.
- 4) Any driver suspended from an event by participating track for the rest of the season, your only suspended from that track. They are still eligible to run DTTS events at other tracks.
- 5) Any drivers disqualified by given track officials for any individual events forfeits that event's points towards DTTS point fund.
- 6) Track rules and procedures are to be followed by DTTS drivers and crew.
- 7) All decisions on scoring and conduct made by given track officials are final. No exceptions. see general regulations for conduct guidelines. Per track rules, payouts per racing event are per track decision. DTTS does not guarantee payout amounts.

- 8) DTTS will have designated tech officials at select events. Drivers are to follow instructions and cooperate with inspection. Anyone found to be illegal post-race will lose points per that event. DTTS official's decision is final but may not affect track decisions and or payout. DTTS drivers will only receive point for position earned. (will not advance in point standings) unless track also DQ driver and pays out accordingly.
- 9) Payouts for drivers placing in the series point funds will be at the conclusion of the season. Driver must be present and sign for point fund payout. Top 10 in series receive payout. 100% payback to driver's fund.
- 10) Points tie breaker-Champion and beyond: Most A-feature wins, most 2-3-4 etc., placed in A-feature.

POINTS SCALE

HEAT RACE

- 1st. 6pts.**
- 2nd. 4pts.**
- 3rd. 2pts**

FEATURE

- | | |
|----------------------------|----------------------------|
| 1st. 60 | 11th. 31 |
| 2nd. 55 | 12th. 30 |
| 3rd. 50 | 13th. 29 |
| 4th. 46 | 14th. 28 |
| 5th. 45 | 15th. 27 |
| 6th. 39 | 16th. 26 |
| 7th. 38 | 17th. 25 |
| 8th. 37 | 18th. 24 |
| 9th. 36 | 19th. 23 |
| 10th. 35 | 20th. 22 |

21st will receive 20 points.

Anyone that takes a green flag (hot laps, heat race) but can not start a feature will receive 10 show up points

