

SENECA SUPER TRUCK (Pro Trucks)

2008 RULES

COMPETING MODELS

1996-2008 truck models with a minimum wheelbase of 112" Wheelbase.

TRUCK BODIES

Aftermarket Stock appearing bodies allowed.

Aftermarket body must meet speedway template specifications.

All trucks must be painted and lettered professionally.

Hood must fit to windshield.

Rocker panels may be fabricated but must maintain 4" ground clearance.

No "panning" underside of truck.

Front and rear windshields must be lexan. No side or quarter windows.

Speedway approved window net must be installed in the driver's side window opening.

Body height minimum 4 inches, roof height minimum 56 inches with driver measured 10" behind windshield.

Rear spoiler 5" high with maximum 60" width. Spoiler must be self-supporting.

Wrecker hookup required on front and rear of truck.

FRAME

Tubing front sub frame allowed. Stock OEM front sub frame allowed.

Frame rails minimum 2"x 3" x .083 wall thickness between wheels.

Frames must be perimeter style. Front and Rear sub-frames must be centered to roll cage.

Chassis rails must maintain 4" ground clearance with driver.

A steel interior must separate the driver from the engine compartment and fuel tank. A metal dash must be installed in the driver's compartment.

Floorboard may be raised ten inches to the drive shaft tunnel to the top of the door bar and seal off to allow clearance for headers. No boxed interiors.

ROLL CAGE

A complete speedway approved roll cage.

Roll cage must be constructed of roll bar tubing with a minimum outside diameter of one and three-quarter 1 ¾" inches x .083 wall thickness.

Trucks must have a center windshield protector bar 1 ½"x.065 tubing

Roll cage must be centered on the main frame rails. Perimeter style.

Main roll cage uprights must be on top of the frame rails.

Full cage is required with four uprights and four top bars.

Minimum of four bars in driver's and passenger's door required.

Driver's door bars must be covered with metal for safety.

All roll bars within drivers reach must be padded.

FRONT SUSPENSION

Coil-over suspension allowed.

Screw Jacks allowed on front and rear

Fabricated spindles allowed.

Lower A-frames may be Fabricated or aftermarket.

Front lower control arms may be strut rod.

Upper A-frames may be fabricated.

Front sway bar may be OEM or Aftermarket design.

No titanium suspension parts allowed.

STEERING

Rack and Pinion steering allowed.

OEM type steering and steering box allowed.

Steering components may be aftermarket.

Any type of steering or power steering allowed.

REAR SUSPENSION

Three link, leaf spring or truck arm suspension allowed.

A metal fabricated pan-hard bar is allowed.

Damper shock permitted on rear suspension.

Rubber bushing, metal bushing, teflon bushings or heim joints allowed.

Three link lower trailing arms may be metal tubing.

Truck arms must be magnetic steel.

Rear sway bar not permitted.

No Titanium rear suspension parts allowed.

REAR END

Rear end may be car, truck, floater, or standard 9" quick change.

No cambered rear ends. +/- .4 Grace. No aluminum tubes. No aluminum yokes.

Detroit Locker or spool only. No torque limiting devices allowed.

Only steel third members (9 inch chunks) allowed.

No titanium rear end parts allowed

SPRINGS and SHOCKS

Tie rod or spherical end shocks allowed.

Shock claim rule, \$150 per shock (must claim all four) by speedway or any driver that completed the super truck race. Complete shock minus hardware.

Coil springs minimum diameter 2 1/2".

One spring and shock per wheel.

BRAKES

Multi piston metal brake calipers permitted. Maximum 4 pistons per wheel allowed.

Steel disc brakes may be used on front and rear. All 4 wheels must work.

No titanium brake parts allowed.

WHEELBASE and TREADWIDTH

112" minimum.

Trucks must not exceed the maximum allowable tread width of 65 1/2" inches.

CRATE ENGINES

The Following Crate Engines must be used **as supplied from factory manufacturer** with a **speedway seal** on engine. These engines are subject to tear down procedures and legalities is determined by tech committee. These engines may require different size carbs to equal horsepower between different model #.

GM #88958602 Dodge #5007949 Ford# TBD
GM #88958603

These engines are designed to cut the cost of racing. Anyone found tampering with these engines will be fined up to \$1000 for each offense and loss of championship points.

ENGINE

Only standard production engines allowed. Chevrolet 350 cubic inch maximum, Ford 351 cubic inch, Chrysler 360 cubic inch plus overbore.

No polishing or coating inside of block.

Overbore of .045 permitted.

Aftermarket solid steel connecting rods permitted. No polishing or machine work will be permitted.

Flat top 3 ring pistons permitted. Piston must not extend above top of block.

Crankshaft with stock stroke must be retained. Crankshaft minimum weigh 50# pounds. Machining for balancing only. Crankshaft must not be Knife-edged.

Wet sump oil system only. No external oil pumps allowed.

Enlarged oil pan allowed.

Aftermarket valve covers allowed.

Aftermarket pulleys allowed.

HEADS

Speedway approved cast iron steel heads required. Chevrolet bowtie, Ford SVO, Mopar

NO modifications, no porting or polishing. No grinding of any kind. 3 angle valve job ok as per Speedway rule. One cut below valve seat, to bottom of valve guide. Do not radius or blend bottom of cut below valve seat.

Chevrolet 62cc minimum; Ford (clev) 62cc minimum; Ford (win) 58cc Chrysler 62cc minimum.

OEM valve size for cylinder head required. Steel valves required.

CAM SHAFT

Hydraulic or flat tappet cam and OEM diameter lifters. No roller cams allowed.

Any steel type timing chain allowed.

Any type valve springs and retainers allowed. Stud girdles are permitted.

Screw in studs and guide plates permitted with any ratio roller rocker arms allowed.

INTAKE and SPACER

GM performer 2101, Ford performer 2750, 2176, M9424-C358 Cleveland performer #2665 and Chrysler casting P#4532852, P5249572AB. No Magnesium intakes.

No porting, polishing, or grinding will be permitted. Do not touch it.

Only a one-piece solid aluminum spacer, 3/4" thickness may be installed between intake manifold and carburetor.

Holley 4bbl carbs allowed a solid aluminum spacer, 1" thickness four hole or open.

Holley #7448 spacer must have 2 holes with 1 1/2" openings.

Holes must be centered and cut perpendicular with the base of the carburetor. No tapers or bevels.

Only 2 gaskets, 1 per side, maximum thickness .065 will be permitted.

No adjustable spacer will be permitted. No other modifications will be permitted.

8. All spacer plates must meet speedway specifications.

CARBURETOR

The following carburetors will be eligible for competition.

Holley 2300 2bbl carb. model #7448 "350" with a venturi size of 1 3/16".

Holley 2300 2bbl carb. model #4412 mounted on a 7448 throttle plate w/ ring. "450"

Holley HP80507-1 390 cfm four barrel model HP designed for crate engines

See below for rework guidelines:

No polishing, grinding or drilling holes will be permitted in the body of the carburetor.

Boosters may not be altered in any manner including size, shape or height.

Venturi area must not be altered in any manner. Casting ring must not be removed.

Base plate must not be altered in shape or size.

Stock butterflies must not be thinned or tapered. Idle holes may be drilled in butterflies.

Screw ends may be cut even with shafts, but screw heads must remain standard.

Throttle shafts must remain standard and must not be cut or thinned in any manner.

Any attempt to pull outside air other than through the venturi is not permitted.

All carburetors must meet speedway specifications

DMS "built" engine must use: Holley #7448 2bbl "350"

GM #88958602 Crate engine may use: Holley HP80507-1 390 four barrel carburetor

GM #88958603 ZZ4 Crate engine may use: Holley HP80507-1 390 four barrel carburetor.

Dodge #5007949 Crate engine may use: Holley HP80507-1 390 four barrel carburetor

Ford# TBD

AIR CLEANER

Round air cleaner element minimum of 12 inches; maximum of 17 inches in diameter permitted. Front facial may only be half the diameter.

Top and bottom of air cleaner must be the same size.

Element must be minimum of 1 ½ "and a maximum of 4 inches in height.

Dry type paper element only.

No tubes, funnels or anything which may control the flow of air are permitted.

Base of air cleaner cannot extend higher than carburetor choke horn.

Base of air cleaner on 4 barrel carb no more than 1 ½" above mounting ring of carb.

8. No cold air boxes or cowl induction allowed.

TRANSMISSION and FLYWHEEL ASSEMBLY

Automatic, 3 or 4 speed transmissions permitted. May be interchanged.

All gears must be in working order. Muncie can take out first and second gear for safety.

2-speed transmissions, or "speed" transmission allowed. See weight.

No centrifugal clutch transmissions allowed.

All trucks must run a steel flywheel in original location.

A metal Multi-disc clutch allowed. Minimum disc diameter 5 ½".

Hydraulic clutch control permitted.

Blowproof bellhousing required. Must have speedway approved scatter shield or steel bell housing. No reverse mount starter bell housings.

Bottom of bell housing may be cut for clutch service, inspection and ground clearance.

Drive shaft may be steel or aluminum. Drive shaft must be painted white or silver with safety loops attached to the bottom of truck.

EXHAUST

Headers will be permitted. H-pipes allowed.

Four pipe collectors required with no merge pipes.

Header wrap or coating allowed.

OEM stock cast iron manifolds permitted.

All exhaust must exit behind the driver.

ENGINE LOCATION

Engines may be interchanged from one body manufacturer to another.

Chevrolet engine must be centered in chassis (+/- 1/2") and center of #1 spark plug may be setback 2" maximum with the upper ball joint as ran in race.

Minimum crankshaft height is 12", measured from the center of crank pulley to the ground.

Ford and Dodge engines check with speedway director for location and which spark plug.

COOLING SYSTEM

Aluminum radiators permitted. Internal or External oil cooler allowed.

All trucks must have catch can mounted under hood or trunk.

Antifreeze is not permitted. (**\$200 fine**)

Electric fans are permitted.

ELECTRICAL SYSTEM

Electronic or point type ignition allowed.

Only 1 stock appearing coil permitted. Aftermarket distributor allowed on all engines.

Only one 12-volt battery permitted. Stock firing order required.

Only one MSD ignition box permitted. No magnetos. No adjustable timing controls.

MSD claim rule, \$300 by speedway or any driver that completed the truck series race.

Ignition box must be visible and out of the reach of the driver.

Starter must mount in original location.

No open ended wiring in driver's compartment.

Tachometer must be able to unhook. No digital readout gauges.

Any type traction devices are not allowed. No computerized systems are allowed.

All ignition systems must be acceptable to speedway officials.

FUEL and FUEL SYSTEM

Speedway fuel is the only fuel allowed. No mixtures of any kind.

All Fuel must pass Speedway Fuel specifications.

Fuel cells are mandatory and mounting of them must be speedway approved for safety.

Fuel cells must be securely strapped down with no less than 1/8” steel straps.

The maximum capacity allowed is 22 gallons.

Fuel cells must have 8” minimum ground clearance.

Fuel cell must be mounted in approved steel can.

Fuel may be added for weight check.

WHEELS and TIRES

10” Maximum width. 15” Steel wheels only.

Air bleeders will not be permitted.

Tires used for qualifying and race must be approved by the speedway.

Any truck tires from any source other than speedway supplier will be disqualified, a \$500 fine imposed.

No chemical tire treatment allowed. Durometer and sniffer enforced.

WEIGHT

*****Trucks equipped with DMS “built” engine with “350” carb*****

2800 pounds total weight with driver.

1200 pounds minimum right side weight with driver.

*****Trucks equipped with DMS “built” engine with “450” carb*****

2950 pounds total weight with driver.

1270 pounds minimum right side weight with driver.

Crate engines will be given a fifty pound weight break. MB 2006

Two speed, or “speed transmissions” must add fifty pounds to total weight.

All trucks will be weighed with driver in a driving position.

Weight of trucks may be increased or decreased to assure an equal race program.

All lead weight must be added to chassis securely.

No tungsten allowed.

AMMENDMENTS

These rules are subject to amendments for competition when ample notice has been given by the speedway.

Speedway officials may use professional judgment for any rule or infractions for a competitive race program. **Any truck that does not conform to any of the above rules may be required too add weight and/or restrictor plate determined by the tech committee.**

Speedway reserves the right to approve any engine parts, chassis or body parts that were approved for use in the LMSTS that began in 1996.

Rev 5/01/08

*******Any rules you do not understand please contact speedway officials for clarification.***