



2024 Pro Truck Rules

SAFETY

Rules apply at all times car is on track. An operational 2-½ pound minimum fire extinguisher with gauge visible for inspection purpose is mandatory in each racecar and tow vehicles. Extinguisher must be mounted in a quick release bracket. **DUCT TAPE IS NOT AN ACCEPTABLE MOUNTING DEVICE.**

Rules apply at all times car is on track. Snell-rated SA2010, SA2015, or SA2020 helmet required. Roll bar padding required in driver compartment. Recommended: Fire retardant padding. SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Competitors under the age 18 are recommended to use an SFI 38.1 head and neck restraint system due to the young body and developing bones. Right and left seat head supports required if using head and neck restraint system. Recommended: Fire retardant head sock and underwear, collapsible steering shaft. Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Any safety equipment physically or visibly worn or damaged must be replaced, regardless of age. All safety equipment must not be altered and must follow manufacturers use, specifications and requirements for installation.

APPEARANCE

Door number must be a minimum 4" stroke, with 18" height in CONTRASTING COLOR. Roof number must be a minimum 4" stroke, with 20" height pointed to passenger side of truck. If we can't read your numbers, you will not be scored. A 6" truck number visible from the front and rear of the truck is required.

BATTERY

Battery may be located anywhere outside the driver's compartment. It must arrive at the track fully charged. The battery must be securely mounted with positive fasteners and brackets. The battery terminals must be insulated or enclosed with a non-conductive material that will prevent contact with any part of the race car should the battery become dislodged from the battery mount. Starters must be in working order. All cars must start under their own power in the staging area or they will report to the rear of the event. A clearly labeled Battery ON/OFF 'KILL' switch must be to the right of the driver and within drivers reach. This is for the Safety Crew to be able to kill power to everything.

Truck must start under own power in the staging area, OR REPORT TO THE REAR OF THE EVENT. (1)

BODY

Any 1965 or newer American made rear wheel drive truck is permitted in this class.

No SUV's, four-wheel drives, extended cab, or step sides.

All structural tubing must remain inside body.

All trucks must have complete bodies, hoods, and fenders in a good state of repair.

All trucks must have cover on rear where tailgate was body side to body side and at least 8" tall and securely mounted.

Must have full bed cover, may have up to 8" square fuel filler door.

Stock steel roof will be allowed on stock steel-bodied trucks.

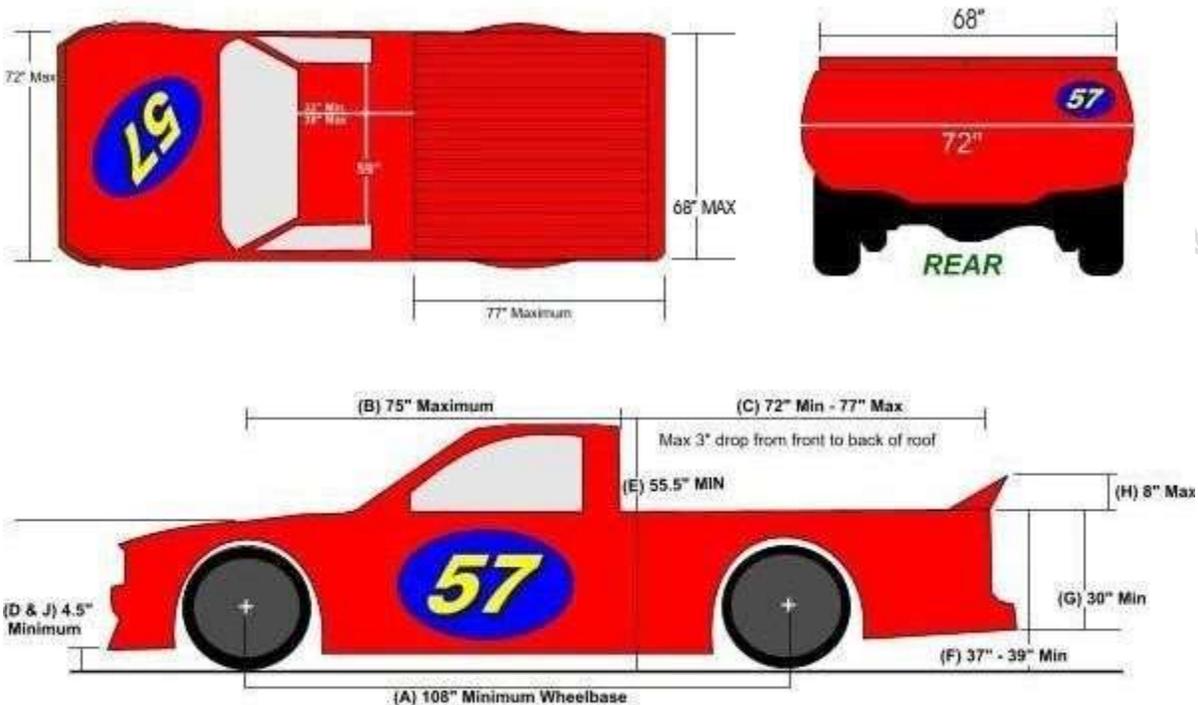
Must conform to attached Pro Truck Drawings.

Interior of truck must be 13 ½" below all areas of the roof and roll cage minimum, from front window to behind driver's seat.

No area of the interior of cockpit can be less than 13 ½" below roof and roll cage for safety.

Windows must have 13 ½" clearance straight up and down.

No support bars blocking right side exit from cockpit allowed.



- A. Wheel base 108" minimum (3)
- B. Center of front hub to back of cab 75" maximum (1)
- C. Rear of cab to rear of tailgate 72"- 77" min./max. (1)
- D. Frame height/sheet metal height 4 ½ minimum (1)
- E. Roof Height –no tolerance 55 ½ minimum (1)
- F. Top of tailgate to ground 37" min - 39" maximum (1)
- G. F & R Bumper height from ground to center 18" plus or minus 2" (1)
- H. Spoiler and supports height 8" maximum. Supports no longer than 18" long (1)
- I. Spoiler, deck & hood width 68" maximum top (1)
- J. Front air dam ground clearance 4 ½" minimum (1)
- K. Top of hood to ground 35" minimum (1)
- L. Body width 72" maximum at center of bodyline (1)
- M. After market bodies are allowed.
- N. Body must cover at least ½ of the tire. (1)
- O. No side windows or air deflectors allowed. (1)
- P. Driver must be able to exit from both sides of truck with helmet on.
- Q. NO BOLTED SLAB SIDE BODIES. (1)
- R. STOCK NOSE PIECES ONLY. NO altering of STOCK nose piece allowed. (1)
- S. Spoiler supports limited to 3 supports – 18" long, 1 on each end, 1 in between bumpers not to extend past outer edge of tires
- T. Tail piece must be truck plastic tail piece

BRAKES

Stock four-wheel hydraulic brakes. All must be in working condition. Neal type brake pedal assembly permitted. Single piston, steel calipers only. Brake caliper must be unaltered. No shut off valves. No ratchet valves. No Left to Right proportioning allowed. One Front to Rear proportioning device (brake adjuster) allowed. No pinched off brake lines. All brake lines must be visible.

CARBURETOR

Holley 4412 2-barrel carburetor only, on Victor Jr. 2-barrel intake without spacer, or Weiland X-celerator or Edelbrock Torker II with 1" adaptor plate.

Carburetor may be claimed, following same procedure as shock claim. Driver claiming carburetor may not claim shocks on same night. Claim rule: Carburetor can be claimed for \$150 (\$150 to driver being claimed). See carb and shock claim rules for claiming details.

INTAKE

Must have 1-inch minimum inspection hole in intake to view camshaft and lifters. Must be able to see lifters. Cast iron OEM intakes will be permitted. Must have identification numbers visible. No marine intakes.

CLUTCH

No (in and out) boxes, all gears must be clutch operated (with motor running and car in still position, driver must be able to engage car in gear and move forward and backward at time of inspection).

DRIVE SHAFT

Magnetic Steel drive shaft only, must be painted white and have a steel drive shaft loop measuring 1/4" thick by 2 inches wide, located on the forward 1/3 to prevent it from dropping onto the track. (3)

ENGINE

Stock American engine. No LS Engines, No cubic inch limit. The forward most spark plug hole may not be set back any further than a perpendicular line with the center of the upper ball joints for each manufacturer. Roller tip and full roller rockers allowed. No roller camshafts. Intake must have a 1" minimum inspection hole to view camshaft and lifters. NO ALUMINUM HEADS OR BLOCKS.

EXHAUST

Mufflers are MANDATORY .100-DECIBEL LIMIT. MUST BE AT THE END OF EXHAUST, must be unaltered muffler, may be added to your current system. NO turndowns. Mufflers must be welded securely in place. Loss of muffler will result in disqualification. Headers are allowed, 1 3/4" maximum primary tube diameter header. No Cross Over Collector Headers Allowed. Headers may go over the top of transmission. All 4 exhaust ports from 1 head must be collected within same collector. The 1 3/4" maximum primary tube rule must be maintained

until the point where all 4 exhaust ports from one head are collected together. Exhaust may not exit through body panels or door.

FIREWALL

The firewall at the front of the cockpit shall be a wall of protection against a fire from the engine compartment. It shall be tightly solid from top to bottom. Not allowing airflow from the engine compartment to the cockpit. Mandatory: 1/8-inch steel or ¼ inch aluminum plate must be used for drivers' floor. (1)

FRAME

All Pro Trucks will have a minimum 108" wheelbase. (3)

All vehicles will be stripped completely of interior, driver's seat which will be securely fastened to the roll cage, will be equipped with a head rest or a high back racing seat and will be subject to local track inspection.

UNIBODY TRUCKS:

Rear portion on unibody trucks, starting at the leaf spring mounts, may be fabricated or reinforced. The front sub and rear clip may be connected with square tubing. All spring and shock mounts must be in stock position.

CAMARO AND FIREBIRD FRONT SUBFRAMES OR UNIBODIED TRUCKS MUST BE 1981 OR OLDER. NO

EXCEPTIONS!!! ONLY Howe or Port City replacement front sub allowed. Howe's part #358-8-01, Ph# 989- 435-7080. Port City part #100-2-205 Ph# 800-472-2464. IF USING AFTERMARKET SUB, 50 pounds WILL BE ADDED TO FRONT OF TRUCK, 25 POUNDS ON EACH SIDE, IN FRONT OF BELL HOUSING.

FUEL

Any type of regular fuel is ok. NO ALCOHOL. NO ADDITIVES. NO E-85. A fuel shut off valve is required on each truck, securely mounted and easily accessible. Inspector has final decision on mounting of shut off valve.

FUEL SHUT OFF OPTIONS:

If running a ball valve: a fuel shut off valve is required to be within reach of driver and safety crew and to be mounted with the handle through the deck or firewall not be mounted inside the cockpit. The valve and handle must be painted bright orange, and clearly labeled with "FUEL SHUT OFF" securely mounted and easily accessible.

If running an Oberg Valve: An Oberg Fuel Line Safety Valve is required to be installed under body/deck and behind firewalls, in the fuel line and per manufacture instructions; not to be mounted inside the cockpit. The valve must be securely mounted and easily accessible for inspection. Car must be clearly labeled with "Oberg Fuel Valve" composed of a vinyl sticker (1" stroke orange letters with a white 1/2" outline) sticker must contrast from body and graphics to be easily readable. Two stickers will be required; one on the deck where the ball valve would have been mounted and one on the fuel cell or on the trunk lid.

FUEL PUMP

Mechanical OEM type push rod fuel pumps only. No electric or belt driven fuel pumps allowed. (3)

FUEL CELLS

Fuel cells are mandatory. Tank construction, location and mounting are subject to inspection. A leaking tank is grounds for disqualification. Must have bladder and check valve on fill pipe. Must have canister around tank. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Must have approved loop behind the fuel cell, minimum eight (8) inch clearance. Gas cap MUST be secured to fuel cell by cable, chain or tie strap. MUST HAVE ROLLOVER VALVE IN VENT TUBE OF FUEL CELL. Fuel cell must be mounted with minimum 1" square tubing or two solid steel straps around entire cell. 1/8" thick and 2" wide.

HUBS & WHEELS

Eight (8) inch maximum, racing wheels and 1-inch racing / safety lug nuts required for all wheels. Bead Lock Wheel allowed on Right Rear Only. Magnetic steel wheels only, no plastic or carbon fiber wheels allowed. NO SOLID ROTORS MUST BE VENTED AS CAST (2)

GLASS

Windshield is optional. If used, windshield must be Lexan safety glass, or heavy screen. No Plexiglas. Use of Plexiglas will result in suspension for the night. This is subject to inspection. If no windshield is used a minimum of three windshield bars in front of driver are required. NO MIRRORS ALLOWED. (3)

HOODS

Hoods must be securely fastened, subject to track inspection. An air cleaner and fire arrestor are mandatory.

IGNITION

Any stock appearing distributor. Must accept stock distributor cap. No aftermarket dual point ignition or magnetos allowed. NO crank fire ignitions.

Only stock manufactured bolt on type parts allowed. Ex: MSD or Accel replacement coils or module allowed providing it fits in stock location. (3)

MSD box allowed.

NO LITHIUM BATTERIES ALLOWED

RADIOS

No radios except mandatory raceceiver, allowed in truck, or with any pit member or anyone connected with the racecar (3)

RADIATOR

Any type of radiator may be used. Must be in front of the truck and not extend through the hood. (1)

REAR AXLE

Locked rear-end MANDATORY. No Gold tracks or Lockers Etc. Quick change rear-ends allowed with steel tubes.

REAR SUSPENSION

Screw jacks allowed on trucks. Truck may use 1 of 4 types of rear suspension only:

1. Stock style multi-leaf strings
2. 4 bar with coil springs. Z-link OK
3. Mono Coil combination
4. 3 bar ok

Maximum 42" lift bar or pull bar is allowed. No spring steel.

NO other torque arms, torque links, or 5th coils. NO aluminum suspension pieces. (3) Trailing arms and leaf spring mounts may have multiple mounting holes.

Heim joints must be all steel, $\frac{3}{4}$ " (minimum) Coil over are OK on rear only.

FRONT SUSPENSION

NO aluminum suspension pieces (Exception is upper A-Arm cross shaft). Rubber, nylon or steel control arm bushings only, no offset or bearing type. Welded single-hole shock mounts only. All coil springs must be over 4 $\frac{1}{2}$ " in diameter. Front springs must be mounted in stock location. No sway bars. Stock type mounted; steel or aluminum cross shaft tubular upper control arms are permitted. Screw jacks are allowed. NO coil over springs. No 5th coils. No coil over eliminator. The only Lower "A" Arms allowed are Nova 16", Metric 14.25", Camaro 15.5", and Ford 18". (3)

ROLL CAGE

Must be Grand National design with upright supports. Must have halo bar. Four door bars are required in the driver's door. Cage construction should be a minimum of 1 $\frac{1}{2}$ " OD seamless DOM tubing (.095). Front and rear hoop must match main cage pipe size. No aluminum tubing. The driver's seat must be securely fastened at bottom and back of the roll cage, using seat manufacturers' specifications. Driver's head may not extend above roll cage with helmet on. Must have steel plate 18" x 24" x $\frac{1}{8}$ " in the driver's door, must have steel plate 6" x 12" x $\frac{1}{8}$ " behind the seat in front of the trailing arms. (3)

SEAT BELT

Minimum three inches (two inches with head restraint system) wide SFI-approved five-point safety belt assembly required, must be mounted securely to main roll cage. Recommended: Safety belts no more than two years old. Any safety equipment physically or visibly wore or damaged must be replaced, regardless of age. All safety equipment must not be altered and must follow manufacturers use, specifications and requirements for installation. (3)

MANDATORY All components MUST be fastened whenever truck is on the track.

SHOCKS

One shock absorber allowed per wheel. No air coil-over or struts allowed on the front. Steel racing shocks are allowed on the front and rear. One 90/10 shock allowed, mounted from top of rear end housing to roll cage. No bump stops. **No external adjustable shocks..** No bump stops.

NO BULB SHOCKS NO BUMP STOPS INTERNAL OR EXTERNAL. UN TAMPERED

SHOCK CLAIM

\$50.00 per shock, may claim any or all shocks.

STARTER

MUST be in working order. ALL TRUCKS MUST START UNDER OWN POWER IN THE STAGING AREA OR THEY WILL GO TO THE REAR! (1)

TIRES

P245 approved American Racer tires only. (3)

Tire pressure must be at least 17lbs on the right rear, after each race. (3)

TRANSMISSION

Any transmission, manual or automatic. NO quick-change transmissions. (3)

Must have scatter shield or protective plate 180 degrees around clutch. (3)

If L-plate is used. 1/8" steel plate is minimum thickness that will be allowed. Must have a dis-engageable drive train. NO direct drive system. Bert and Brinn allowed.

No reverse mount bell housing. (3)

WEIGHT

2,800 pounds minimum weight. (2)

Added weight MUST be in plain sight, Painted white. (1)

No cement or liquid style weights. (1)

Weights must be securely mounted to the truck with the minimum of two 1/2" bolt and nuts per weight, one weight per mounting. Loss of any weight may be grounds for disqualification. No weight on rear bumper or outside body of the truck. MUST have the truck number painted on it in a contrasting color and must be readable. (1)

No weight added to rear end housing.

WRECKER HOOKS

MANDATORY-FRONT AND REAR. Cable or chain preferred. Tow hook cannot extend in front of truck. Both must be easily accessible. (2) If there are no wrecker hooks on the truck, it will be pushed, towed, or dragged to the infield until after the racing program is completed.

A \$10.00 fine may be assessed for no useable wrecker hooks. NEITHER WRECKER CREWS NOR RACETRACK PERSONNEL WILL BE RESPONSIBLE FOR ANY DAMAGE DONE TO THE VEHICLE.

STEERING

Aluminum steering quickener allowed. No rack and pinion steering. Quick disconnect steering wheel required. Collapsible Steering Shaft Recommended. No Straight Shafts. Must have minimum ONE knuckle in shaft. (3)

CARBURETOR AND SHOCK CLAIMING RULES

1. For the first two weeks, you must have finished in the top 20 in points from the previous year to claim. Driver must have raced the first night in order to claim on the second night. Thereafter, you must have raced the previous two points nights in order to claim.
2. Driver only allowed one claim per event, regardless of outcome. No driver can claim the same drivers shocks more than once, or carburetor more than once per calendar year. Driver being claimed is subject to only one claim per event. If multiple claims are made on same driver, shock claim takes precedence over carb claim. If there are multiple claims over the same piece, a coin flip will take place.
3. Top four finishers are to report directly to the claim area and may be claimed by any driver finishing fifth on back in feature who is scored on the lead lap. If one of the top four drivers are disqualified, fifth place driver is not eligible to be claimed.
4. Failure to report directly to claim area will result in disqualification, loss of points, and pay for first infraction. Second infraction will be treated as a claim refusal.
5. Driver making claim must have legal car, must drive directly to claim area, and have correct amount of cash. Claim must be made to official immediately after finish of feature. Claiming driver is to remain in the car and have no communication with another driver or crew member until the official is notified.
6. Only driver may claim, and only driver may agree to sell or refuse. Claim is not charged to drivers who are not awarded claimed item.
7. Should any driver voluntarily withdraw a legal cash claim, they will be charged with the claim and fined \$200.00.
8. All claimed items will be removed at the track in a reasonable amount of time, at discretion of official.
9. Any sabotage to claimed items will result in same penalties as a claim refusal. Claim will be disallowed, and money returned to claimer, with no claim charged to claimer.
10. Claiming driver must be in a legal car. If claimed car is deemed illegal, claim will proceed, and any penalty will be assessed after item is removed and transferred.
11. Any unsportsmanlike conduct during the claim procedure will result in a \$100.00 fine and/or suspension.
12. Promoter may claim any claimable item at any time, unless that driver has made a legal claim in that event.
13. During any claim, item should be inspected for legality. If item is found to be illegal, driver will be disqualified. Claimer then has the option to accept or decline the claim. If declined, the claimer will not be charged with the claim.
14. Refusal to sell will forfeit all cash and contingency winnings for feature, any trophy earned, and All- season points. Driver will be suspended for 30 days from any MSPA track, will have to pay \$250.00 fine before racing in the Pro Truck class again, and cannot make a claim at CMS for one calendar year.
15. Driver may only make one carburetor claim and one shock claim per season, unless that driver has had 2 claims against them. Then that driver may make one additional claim.

DISCLAIMERS

Drivers may lodge a protest against another truck they believe to be illegal. Protest MUST BE IN WRITING BEFORE FEATURE and accompanied by a \$25.00 protest fee. Fee will be refunded if protest is upheld. 1 (ONE) protest per person per feature.

OFFICIALS DECISION IS FINAL.

- (1)– Deficiency slip – fix
by next race
- (2)– Disqualification - last
place in points
- (3)– Disqualification – no points

I-96 Crystal Motor Speedway Thunderbird Raceway