



Dinosaur Downs Speedway

Truck Stock Rules

Safety:

1. Helmets are required and must be approved minimum of Snell 90 Sa rated .If helmet is not SA Approved, a Ballaclava will be mandatory. The helmet must be equipped with either a face shield or Goggles.

2. Single layer driver's fire suit or fire retardant coveralls, either Nomex or Proban are mandatory, They must have a fire safety stamp or approval. A second layer of clothing must be worn under the fire suit. Two layer fire suits are highly recommended. Suits must be in good condition.

3. Race team must have an approved fire extinguisher in the pits or in the truck with recharge slip dated back no later than one year.

4. Brakes on all four wheels must be in working order. No after market brake systems, pedal assemblies, proportioning valves, or manual shut off valves etc.

5. Exhaust systems must be mounted in such a way as to direct gasses away from the cockpit and from areas of possible fuel spillage.

6. Fuel cells with metal casing only. Cells must be located in the box of the truck, no further back than the rear wheel wells. A 12 "square opening directly underneath the fuel cell for drainage. The Cell must be mounted securely with 2 " steel straps. No fuel lines or filters maybe routed inside the cab of truck. All fuel lines must be metal and can be joined with maximum 4 " rubber fuel line at each end. A fuel Cell overflow hose must go 2 inches below bottom of cell on the outside and fastened at bottom of cell even if roller valve is in place.

7. Battery must be located directly behind the cab or truck, between the frame rails on the floor of the box. It must be securely fastened and contained in a marine type box or other approved battery box. Metal straps over battery required.

8. Only pump gas, sold by service stations for everyday passenger vehicles maybe used for fuel. Absolutely **NO ADDITIVES**.

9. Loose objects and / or weights will not be allowed in the driver's compartment. Any other weight must be securely mounted, welded or bolted with ½ " bolts directly over the rear axle in the box.

10. Seat belts and harness must be worn. 5 point racing harness with 3 inch lap belt and shoulder belt mandatory, must have a common quick release only. Seat belts must be in good condition and dated and no older than five years.

11. Mandatory aluminum racing seat. **"NO HOME MADE SEATS"**. Seat must be mounted to roll cage.

12. Window nets are mandatory and attached to the roll cage with easily accessible quick release.
13. Kill switch required with easy reach of driver. The switch must be clearly marked **OFF** and **ON**. No key type switches will be allowed. A master disconnect must be used, located left front of the box clearly marked and visible. The switch must be able to shut all power down and kill the engine.
14. Drive shaft hoops are required, located within 6" of both u-joints 360 degrees around with a min. of 2" by 1/4" flat iron. Drive shaft must be painted white.
15. All glass must be removed, with the exception of the front windshield. Windshield can be replaced with mesh, 3/8" solid bars with no more than a 4" spacing, or LEXAN only.
16. "NO" c-band two way radios of any kind.
17. Center steering wheel must be covered with energy absorbing material. Quick release steering wheel assemblies allowed.
18. All flammable materials must be removed from interior of truck. All holes in the front and rear firewalls will be filled with steel, "NOT" aluminum, of no less than 22 gauge.
19. Hood is mandatory on the race truck while on racetrack. Hood must be pinned in at least two places plus hinges.

Roll Cage:

1. An approved cage assembly, fabricated from a minimum of 1 3/4" o.d. x .095 wall steel tubing must be installed in the truck. It must be comprised of at least the following bars: Main Hoop with one full height diagonal; Roof Hoop; two front posts, one on each side; rear brace on each side going from the upper quarter of the main hoop to the frame extending no further back than the center rear axle; rear braces may be "X".
2. Roll cage must be frame mounted in at least six places. Petty bars optional, extended no further ahead than the rear of the top "A" frame.
3. Electric welding, sub-frame connectors allowed. "NO" brazing or soldering allowed.
4. Optional rub bars will be permitted on the door panel area between front and rear wheels. Left hand side rub bar to be mounted on a diagonal with a difference of 14 inches front to back with the lesser being the front. Right hand rub bar to be mounted parallel to the chassis. Approximately halfway up the door. Rub bars must remain flush with the body of the truck. Bars must be made out of round tubing only and there is a minimum size 1 3/4 inch O.D. tubing. Roll cage must have a 3/16 inspection hole in a non-critical area. Non-visible front and rear hoops connected to the main cage will be allowed.

Bumpers:

1. Stock bumpers in stock locations. Bumpers may be reinforced from behind or inside the body. "NO" visible bracing. Sheet metal must be installed and riveted from bumper to body panel. "NO" cutting of bumpers or cowcatchers. Tow hooks must be mounted to frame, both LHS and RHS in the front and one hook in the rear of truck. May be welded.

Frame and Suspensions:

1. Stock suspensions only for make and model of truck. "A" frames are to remain stock and ball joints are to remain in stock location. "NO" ladder bars or other weight adjustments allowed. Stock spring hangers only. "NO" coil over shocks allowed. Stock type shocks only in stock location. "NO" racing springs or aluminum or hyphen shocks allowed.
2. Stock frames may be cross-braced with no other alterations allowed.
3. One shock per wheel too a total of four shocks per truck.

Aspirations:

1. Carburation is any stock 2 or 4 barrel carburetor on stock 2 or 4-barrel cast iron manifold. "NO" adapters or 500 Holleys allowed. Trucks must have air cleaner to act as flame arrestor "NO" cutting of hood for air cleaner. Metal Shield from front bolts on carburetor to air cleaner for heat shield can not run under carburetor. Stock fuel injection systems only must have an inertia switch or wired into the oil pressure switch to prevent the fuel pump from running independent of the engine.
2. "NO", propane, or natural gas fuels or Turbo Chargers.
- 3 Fuel pump type optional, refer to aspirations rule #1
4. Air cleaners should be stock 2 or 4 barrel. May remove snorkel and excess metal. Top and bottom must be stock. No performance enhancing air cleaners. Adapters or cold air injection or induction systems not allowed. One filter only must fit original air cleaner housing.

Radiators:

1. Radiator must be in the stock location. You may install radiator protector no larger than 1 3/4 inch O.D. standard pipe or tubing, 1/8 inch wall thickness. Braces to be attached to frame of upper "A" frame and not forward of bumper.
2. Only one radiator per truck allowed, safe accessory cooling device allowed.

Rear Ends:

1. "NO" quick change rear ends. Rear end must remain in stock width. Mini spool permitted. Rear end may be locked. Must be for make, model, and year of race truck and in stock location.

Steering:

1. Steering must be OEM and OEM only. Must be stock make, model, and year of race truck and in stock location.

Bodies:

1. The stock truck class will be open to any 2 door, regular cab, 1/2 or 3/4 ton long box truck only, 1960 and newer, with wheel base of not less than 130 inches minimum. "NO" Ranchero's, El Camino's or four wheel drive will be allowed.
2. External body must be stock appearing. "NO" after market bodies. Internal panels maybe removed for roll cage installation with stock floor and firewalls to remain. Wheel openings maybe trimmed.
3. Hand made body parts maybe constructed of steel.

4. Numbers must be painted on both sides of the truck and on the roof (read from the right side), In a color offering distinct contrast to the color of the truck. Numbers must be a minimum 18 inches high and 3 inches wide. Numbers must be legible, subject to approval of the head scorekeeper. "NO" trick lettering on numbers. Mandatory smaller numbers on front and rear to aid in line up.

5. All tailgates must be stock, welded or pinned in two places and closed at all times on the track.

Transmissions:

1. The transmission must remain completely stock for make of truck.

2. Transmission, clutch and flywheel, stock steel unit only. "NO" turned, drilled, aluminum or special speed equipment flywheels permitted and "NO" triple disc clutch.

3. Flywheel shields, SEMA 6 - 1 fly wheel shield or a 1/4 inch scatter shield that is positioned between the floor and bell housing covering the top part of the bell housing; 180 degrees around is required on all trucks with manual transmissions.

4. Manual transmissions must have all forward gears as originally produced for that specific truck engine combination. Also must have reverse gear and scatter shield is required.

5. Automatic transmissions maybe beefed. Modifications to shifting pattern are permitted, provided a normal shift pattern is retained. Scatter shield is not necessary with an automatic transmission.

6. Cooler is highly recommended. If cooler is used it must be mounted outside drivers compartment.

7. Stock type torque converter must be retained.

Tires & Wheels:

1. The tires must be stock approved bias or radial tires too a maximum of 275/60/r15, or a race tire no bigger than a G 60 series .14", 15", dia.

2. "NO": ground grips, mud/snow tires, bead locks, sipping or grooving, We remind you that we are looking at the cost factor of this division and longevity of the tire wear.

3. The wheels of the truck must be steel reinforced or replaced with a reinforced steel racing wheels or specially designed heavy-duty application rim.

4. All four rims must be the same size, with the maximum rim width allowed of 8 inches, 1 inch nuts must be placed on the right side of the race truck. Radius of 15 inch rims only.

5. "NO" aluminum or magnesium wheels allowed.

Motors:

1. Any cubic inch size manufactured Ford, Dodge or Chevrolet engines may inter changed with the manufacture's line.
2. Engine location must be stock, on stock specification engine mounts.
3. A tie down strap or chain maybe secured form engine to frame rail, or cross mount on left side of truck.
4. "NO" aluminum heads, intakes, or blocks.
5. Stroke must match bore or engine is use.
6. "NO" inter marriage of crankshafts to change stroke. "NO" strokers.
7. "CHEVY" "NO" angle plugs heads & 1.6.1 rocker are not allowed.
8. Stock type retainers and valves
9. "NO" Porting, Polishing, Match Porting, Grinding of any kind on heads, exhaust manifolds or intake.
10. Flat top pistons only. "NO" single valve relief pistons.
11. Completely stock camshafts only, "NO" matching permitted to install cam.
12. "NO" mushrooms step lifters or roller tip rockers.
13. Must be able to remove lifter from top of lifter galley at any time.
14. Any timing chain allowed. "NO" gear drives of belt drive.
15. "NO" headers
16. Camshaft lift and duration has to be stock motor.
- 17.larger capacity oil pans allowed
18. "NO" dry sump-oiling systems.