

MIDDLEFORD SPEEDWAY

2010 TRUCK SERIES RULES

Disclaimer: The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator or official. The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.

BODY/CHASSIS: Only the following American-made 4 cylinder, 2 wheel drive trucks are eligible for this series:

- 1996- 2000 Isuzu Hombre
- 1982- 2003 Chevy S10, GMC S15, Sonoma
- 1983- 2001 Ford Ranger
- 1994- 2001 Mazda B- Series
- 1987- 2002 Dodge Dakota

All trucks must remain strictly Original Equipment Manufacturer (OEM). Must be OEM appearing body. Short-bed, long-bed, and extended cab (with a short-bed) trucks are eligible. Inner front fenders may be removed. Hood must be securely fastened with hood pins. All doors must be securely welded or bolted. All glass, exterior lights, chrome/plastic trim and hood insulation must be removed. Dash may be removed, but can remain. Bumpers must be chained or cabled to frame and have front and rear tow hooks. OEM bumpers covers must remain. Tail gate must also be securely welded or bolted. A 1 inch by 2 inch by .120 inch rub rail is mandatory on each side of truck. All ends must be beveled, with no sharp edges. Truck bed must be covered with either .040 thick aluminum or equivalent sheet metal. No gutting of beds and no fiberglass beds are allowed. All trucks to be adequately numbered with 18 inch numbers on both sides, roof and rear tailgate for scoring purposes. No duplicate numbers please. Trucks must be neatly painted and lettered.

ROLL CAGE: Six- point, full perimeter roll cage required. Must use minimum 1.5 inch O.D. 0.095 inch wall thickness tubing. Rear hoop must have "X" bracing configuration. Rear kickers required. Must have 1.25 inch minimum O.D. Cross bar in top halo. Cage must be electric welded and attached using adequate plating (minimum 0.250 inch recommended). No iron, galvanized pipe or fittings, square tubing, brazing or soldering allowed. Roll bar padding required in driver compartment (fire retardant recommended).

DOOR BARS: Minimum three horizontal door bars on driver side and two horizontal door bars on passenger side. Both sides must have vertical bracing from top to bottom door bars. All tubing must be minimum 1.5 inch O.D. With 0.095 inch wall thickness.

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DRIVER COMPARTMENT: Minimum three windshield bars and protective screen mounted in front of driver. Aluminum high-back racing seat required. Must be securely mounted to roll cage using 0.375 inch bolts. Driver must be sealed off from track, engine, transmission and fuel cell/tank. No mirrors. No gutting allowed except for roll/door bar clearance. All flammable material, radio and air bags must be removed. Front and rear firewalls must remain and have no holes. Interior must remain open. 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 (Y-type shoulder harness not allowed), must be mounted securely to roll cage.

SUSPENSION AND STEERING: All components and mounts must be unaltered, OEM and match year, make and model of truck used. No weight jacks, modifications, racing components, aftermarket or homemade traction devices allowed. Rear wheels must track straight ahead and be in alignment with front wheels. No more than 5 degrees camber on any wheel. No center steering. Quick release steering wheel is allowed, must maintain OEM column.

SPRINGS AND SHOCKS: All shocks must remain OEM, in OEM location, Spring rubbers are allowed. Lowering allowed, 2 inch maximum. Coil springs may be heated or replaced with shorter OEM type springs. No racing springs allowed. May use lowering blocks in rear of truck.

TIRES AND WHEELS: Must use 15 inch steel OEM or 15 inch steel racing wheels with standard bead hump and maximum ^{eight}~~seven~~ inch width. Must use one inch O.D. Steel lug nuts. An inexpensive spec racing tire is in the works.

BRAKES: Must be steel, unaltered, OEM operative, four wheel disc or drum brakes, and match year, make and model of truck used. OEM master cylinder only, in OEM location. No brake shut off or bias adjuster. Steel brake lines only.

EXHAUST: Exhaust manifold must be unaltered, OEM for year, make and model of truck used. Smog pump, catalytic converter and air conditioning compressor may be removed. Exhaust pipe must extend past cab and be securely fastened.

WEIGHT: No ballast (extra weight) of any kind allowed. Any item deemed as ballast will be required to be removed.

BATTERY AND STARTER: One 12 volt battery only. Must be securely mounted with positive terminal covered. Battery must be in Marine type case if mounted in driver compartment. OEM starter only, must be in OEM location. Truck must leave initial staging area on demand, unaided, or go to rear of that race.

GAUGES AND ELECTRONICS: No unapproved cameras, transmitting or listening devices. 12 volt ignition system only. No ignition boxes. No performance chips. All ignition components must be unaltered, OEM and match year, make and model of truck used. Aftermarket analog tach, oil pressure and water temp gauges only. Vehicle computer (ECU) should be mounted in accessible location for inspection.

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FUEL SYSTEM: Must have complete, unaltered, OEM fuel system for year, make model of truck used. Gasoline only, maximum 93 octane. No E85. No performance additives. Gas tank ahead of rear axle allowed but must install shield under it. Gas tank behind rear axle must be replaced with maximum eight gallon fuel cell and relocated to trunk area. Must mount with minimum two solid steel straps around entire cell, two inch wide and 0.125 inch thick. Metal firewall or cell cover must be between driver and cell. Fuel cell vent, including cap vent, must have check valve. If racing fuel cell does not have aircraft style positive seal filler neck/cap system – a flapper, spring or ball type filler rollover valve is required. External electric fuel pump wired to the ignition switch allowed with aftermarket fuel cell. No cool cans. Fuel lines through driver compartment must be steel. Aftermarket fresh air pipe and air filter are not allowed.

TRANSMISSION: Must use OEM, unaltered transmission that came in year, make and model of truck used. All forward and reverse gears must be operational. Flywheel, flex-plate, clutch assembly and torque converter must be unaltered, OEM for year, make and model of truck used. No mini clutch or couplers. No transmission coolers in driver compartment. No torque dividing final drive. Must have safety hoop for drive shaft. Shaft must be painted white with your truck number on it.

REAR END: OEM stock only for year, make and model of truck used, and must remain square in frame. Rear must be locked. May weld gears or use mini- spool.

ENGINE COMPARTMENT: Engine and radiator must be OEM, in OEM location ^{for} year, make and model of truck used. May use solid engine mounts or safety chains. No accumulators/ accusumps.

ENGINE: 4 cylinder in-line engines only. No dual over-head cam engines allowed. All engine components must be unaltered OEM for year, make and model for truck used. Must use OEM crank, rods, valve sizes, stroke, etc. No aftermarket racing heads. No high performance or sports car/ truck engines of any kind. No turbo charged, super charged, rotary engines, or engines utilizing variable cam- timing.

AMENDMENTS TO THESE RULES MAY BE MADE AT ANY TIME

**FOR ANY QUESTIONS OR COMMENTS CONCERNING THE ABOVE RULES
PLEASE CONTACT GREG MITCHELL:**

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-OR-

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