



2018 Super Truck Rules

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 SPEEDWAY EVENTS AND, BY PARTICIPATING IN THESE EVENTS, ALL RACEWAY COMPETITORS ARE DEEMED TO HAVE COMPLIED WITH THESE RULES. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF, OR COMPLIANCE WITH THESE RULES AND REGULATIONS. THEY ARE INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND IN NO WAY ARE A GUARANTEE AGAINST INJURY OR DEATH TO PARTICIPANTS, SPECTATORS OR OTHERS.

Significant and/or material changes from the 2017 Super Truck Rules are underlined>. Changes made for grammatical purposes or to improve clarity are not highlighted.

OVERVIEW

1. These rules are intended to provide fair and competitive racing for all participants in this division in which the standard is set forth for the Southwest Super Truck Association (SWSTA). SWSTA officials are authorized to determine if an equipment change or addition is an attempt to circumvent these rules or provide an unfair advantage. Officials can disqualify any entry in violation of these rules or an attempt thereof. Decisions will be impartially based on logic, fairness and consistency. If there is a disagreement or dispute regarding the meaning, interpretation or application of these rules, the official's decisions shall prevail.
2. Modification of these rules without the official's consent in any way is considered illegal. Questions and/or concerns regarding the validity of a modification not specified in these rules must be addressed in writing to the SWSTA rules committee. The official's decisions are final, and have the right to confiscate illegal components and/or sequester the Super Truck in question at any time. Any driver found to be blatantly utilizing illegal components will be assumed to have competed dishonestly and will forfeit all earned points at all tracks for the current season. NO EXCEPTIONS.
3. Track officials can alter or amend these rules only in agreement with the SWSTA officials in the best interest of safety, cost control, and fair competition. No implied warranty of safety shall result from the publication of, amendments to, or compliance with these rules. The safety of each Super Truck and all equipment is the responsibility of the driver and owner.
4. Association dues are \$75 per year, due by the first race, otherwise membership dues are withheld from the race payouts. The membership dues register the Super Truck for the season and provides the driver with benefits of association incentives such as tow money for participating in out-of-town Super Truck races, end-of-season points payouts and discounts in purchase of race equipment (e.g. RACEceivers).
5. All rookie drivers will start at the rear of the field in both the heat and main event races until the past presidents have determined that the rookie driver is experienced enough to handle various starting positions. The past presidents will review videos of previous races and/or observe the rookie driver at the races to make this decision.
6. Please contact Donald Young, President, at (575) 636-7003 for rules clarifications.

RULES VIOLATIONS

1. All Super Trucks are subject to inspection randomly at any time. If a violation is found, it must be corrected prior to the following race in order to receive points and payouts for that race. The driver will start scratch in all races—earning no points or payouts—until the violation is corrected. The inspection officials and track officials reserves the right to disqualify any Super Truck or driver from competition with just cause.
2. Super Trucks must be re-inspected if any changes have been made since the initial inspection (i.e.

replacing intake gaskets). Otherwise, there is the assumption of blatant violation of rules if the Super Truck passed the initial inspection but not subsequent inspections. This may result in loss of accrued season points at all SWSTA sanctioned tracks per agreement of SWSTA officials.

3. When in doubt, clarify the rules with the SWSTA president. We support the drivers and want to encourage your full participation so that you can enjoy the benefits of being a member of the SWSTA.

FRAME

1. Four-point main cage within 1/4-inch location. All tubing for the complete cage, front and rear, must be 0.095-inch by 1.75-inch tubing.
2. Front post of cage must be positioned 5/8 inch behind the beginning of the side channel on both sides of a metric GM mid-sized frame, (Monte Carlo, Cutlass, Regal, Grand Prix, etc., can X frame).
3. The rear posts will be 45.5 inches behind the front posts. These posts are centered upon the side channels and 23 inches tall.
4. A one-piece hoop fits on them and is the upper door bar and front hoop.
5. The halo is 42 inches front and rear, above the side channels of the GM frame.
6. The halo is 30.5 inches, center to center and front to rear, and is 50.5 inches wide centered above frame.
7. The lower door bar is 10 inches wider than the frame channel on each side and 6 inches above the channel to the center of the lowest door bar.
8. All of the frame mounting points must be maintained. This is a spec classification.
9. There must be four (4) door bars on the driver's side and three (3) door bars on the passenger side.
10. If the Super Truck has a passenger seat, the right side must also have four (4) door bars. Any side that has a seat must be plated on the outside of the door bars to prevent intrusion of bumper bars or other objects.
11. The front bumper is at the top of the front stub molded inside the nose piece. External front bumpers or excessive bracing is not allowed.
12. The rear bumper is located at the top of the rear clip in the same manner. The rear bumper should have upper and lower hoops so that the single front bumper will contact in race conditions. The bumper is recommended to be mounted inside the body. Cow catchers are not allowed.
13. Each participant must consult with class officials as to the legality of each frame. This is not a builder's competition; Each frame is the basis of equality.
14. Side nerf bars must have turned-in ends and rounded bolt heads for attachment, centered at the bottom of the lower door bar. Only continuous radius rear side nerf allowed. Rub rails must mount flush with the body, not spaced out from body.

SUSPENSION

1. Suspension mounting points may not be altered (exception: upper "A" arm mounts may be fabricated to accept an aftermarket arm). Any type upper arm is allowed. Suspension points will be inspected.
2. Front spindles, rotors, lower "A" arms, mounts, calipers, steering components and all rear axle trailing arms must be OEM mid-sized metric parts. Direct replacement parts cannot be altered except to add shock mount to lower arm and to ream the ball joint holes to accept the ball joints. May also use sledge tubes as tie rod adjusters. These will be inspected and modifications will be subject to disqualification.
3. All ball joints allowed.
4. Wheels must be steel with a 2-inch back space. One right rear bead lock only with dimensions of 15 inches by 8 inches width.
5. Studs of 1/2-inch or larger are required.
6. Grooved or excessively thin rotors, drilling or machining is prohibited.
7. A 58-inch Ford floated hub axle or metric axle is permitted. All axles must be locked with mini or full spool made of steel only. Tolerance of 3/4-inch on width of axle is permitted. Lower trailing arm mount bolts on 9-inch Ford must be 2 inches from axle tube to center of the bolt—no lower. This is based on a 3-inch tube diameter; larger tubes will be closer. Upper mounts are 10 inches on the left and right above the mount holes centerline. Stock metric pinion angle must be maintained, between 1 and 3 degrees up. Pinion must point up 1 degree minimum.
8. Any suspension bushing can be used with original holes in arms and mounts. Holes may be drilled

- out to 1/2 inch.
9. Springs must be mounted in original locations.
 10. Three wheel brakes (must operate at all times), proportioning valve front to rear along with a balance bar, and shut-off right front valve only are also permitted.
 11. All Super trucks must run disc brakes all around. Only steel rotors and mid-sized metric calipers are permitted. Aluminum or other exotic metals are not allowed.
 12. Floater hubs are recommended but not required.
 13. Brake fluid recirculators are permitted.
 14. Steel brake lines are highly recommended.
 15. Sway bars are optional, but must be OEM solid steel bar. Mounting methods are optional and may have adjustable ends.
 16. One shock per wheel with no external reservoir shocks allowed. Shocks are limited to a \$150 value for a new retail purchase price.

DRIVE TRAIN

1. Any OEM transmission attached to the bellhousing (3-speed Saginaw, Power Glides, etc.). All forward and reverse gears must be operational. Aftermarket transmissions (e.g. Bert, Brinn, Falcons, Tex Racing, Richmond, etc.) are permitted.
2. Any Super Truck with OEM clutch cover must run explosion-proof bellhousing.
3. Light weight flex-plates are prohibited.
4. Single steel drive shaft must be painted white with a 2-inch by 3/16-inch hoop (or equivalent), 6 inches to 15 inches behind front "U" joint.

TIRES

1. Tires permitted are the American Racer KK704 and Goodyear D2965 racing tires only. Beginning January 1, 2016, only the American Racer KK704 will be permitted.

ENGINES

1. Chevy and Ford engines, 360 cubic inches; Dodge 370 cubic inch maximum, 1% error, with 9.5:1 compression ratio (5% tolerance). Engine block must be OEM production with original specifications. Any exhaust header with any muffler permitted. Mufflers or track approved baffles are required.
2. Flat top or dished pistons only. No pan of the piston may protrude above the deck surface.
3. Titanium engine or truck pans are not allowed.
4. Any roller rocker arm is permitted.
5. Flat tappet cams only, hydraulic or solid lifters. Maximum lift is 0.540-inch intake and 0.560-inch on exhaust, measured at zero lash on valve retainer. Lifter must be able to be removed from the top of the lifter bore.
6. Engine must be 93 inches or more from center line of rear axle to rear of engine block.
7. Aftermarket cast iron heads are permitted with stock valve angles. Ford may use World Products casting.
8. Cold air box is optional and must pick up air at the base of the windshield. Forward facing scoops or Ram Air are not allowed.
9. Only 2-barrel or 4-barrel carburetors permitted, no other exotic type or Predator.
10. Carburetor base dimensions must be no more than 7 inches above top of block measured with a straight edge across the spacer down to top of the block at rear manifold.
11. Gasoline and approved race fuel only. Additives, nitrous oxide or other oxygenating substances are not allowed. A 16-gallon fuel cell in a steel box mounted behind the rear axle is required. Two 2-inch straps must encompass the entire fuel cell. The bottom of the fuel cell must be level with the top of rear frame horns.
12. Glass and plastic fuel lifters are prohibited.
13. Mechanical block mounted fuel pumps are required.
14. Radiator must be mounted in front of engine with an overflow 2-quart minimum canister.
15. Battery must be mounted behind the driver within the frame in an approved battery mount.
16. Any electronic or mechanical traction control devices are prohibited.
17. Any approved distributor-type ignition is permitted. Crank triggers, magnetos and timing controlled ignition systems are prohibited.
18. All Super Trucks must start under own power. Any Super Truck requiring a push start will be placed

in scratch position.

Rules for the LS 5.3 engine:

1. The engine will be a cast iron port head style, with the size being 5.3 liters.
2. OEM crankshaft, rods, pistons, heads, 1.6 ratio rocker arms, lifters, cam chain required.
3. The camshaft will be the original cam or may be replaced with the CT525 camshaft only.
4. The intake manifold will be the Holley 300-132 with 1-inch adapter.
5. Holley 4412 will be required, with choke horn.
6. Must use the MSD ignition box.
7. Aftermarket parts that may be used: pan, water pump, pulleys, headers, oil filter adapter.
8. Winters crank flange adapter may be used to convert the bolt pattern to standard drive pattern.

BODIES

1. Bodies must have truck molded nose, tail, roof, roof posts and upper door pieces from an approved supplier. Home-made parts of the above mentioned are prohibited.
2. A 6-inch spoiler with no forward supports is permitted, but must be no wider than rear deck.
3. Minimum weight of Super Truck with driver inside is 2,750 pounds with a maximum of 3,250 pounds at all times. Extra roll cage elements and other driver protection are recommended for reaching weight requirements.
4. Driver's compartment is open side to side or closed.
5. Ballast inside driver's compartment is prohibited.
6. All ballasts will have two (2) 5-inch bolts attached to the frame or equivalent (subject to inspection approval) painted white with Super Truck number on it.

SAFETY

1. Five-point seat belt system, no more than 3 years old, is required. System must be properly mounted to main cage using 7/16-inch grade 8 bolts to secure belts.
2. Snell helmet SA2000 or newer, fire suit, gloves, neck brace (or HANS device system, highly recommended) and driving shoes required.
3. Fuel turn-over valve or vented safety cap required.
4. Professionally built aluminum racing seat securely and safely bolted to the cage required.
5. Holes are not allowed in driver's compartment except for drain hole in floor. One 2-inch hole in each rear corner of the floor is permitted.
6. Fire extinguisher mounted within the drivers reach required (on-board system recommended).
7. A 1-inch ribbon-type net permanently mounted on the bottom with an approved quick release at the top front required. Net must cover window opening. Arm restraints are not a substitute. Net must be positioned to enter the racing surface and remain in place for the duration of the race/event.
8. It is recommended to incorporate a brake pressure activated ignition kill switch which would interrupt the ignition in the event of a stuck throttle to allow the driver in maintaining control and safely stop the truck.
9. All roll cage tubing in reach of driver must be padded.
10. All personal safety equipment must be within expiration dates. Holes, tears and excessive fluid stains are not allowed. Material will bum when fueled by an added combustible substance such as oil. Occasionally wash your gear according to factory recommendations.

NUMBERS

1. Only numbers registered with the SWSTA will receive points and monies.
2. Registered numbers from the previous season have the option to retain same number.
3. Number registration and association dues must be paid by the first race or dues will be withheld from the track.
4. No duplication of numbers. Out-of-area Super Trucks competing once or twice may run a duplicate number accompanied by an "X" or other letter.

TRANSPONDERS

1. Transponders are mounted on the rear next to the fuel cell. The plate is attached to the front of the fuel cell support brace with the transponder pouch opening facing the rear. The transponder support and pouch is mounted with the closest side 5 1/2 inches behind the shock mounting X

member will be checked with a gauge. This will determine positions when crossing the finish line.

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