

**SUPER MINI TRUCK**  
**2012 RULES & REGULATIONS**

**(Red Denotes Changes In Rules)**

**IMPORTANT NOTE:** Applications for NASCAR License may be obtained from the Pit Steward at the sign-in window or at the speedway office during regular weekly operating hours. This division requires a NASCAR Whelen All American Series Division **Charger Or Learner's Permit** License Membership. Anyone entering the pit area must be properly registered.

**EXPLANATION:** The Super Mini Truck Division is designed to promote greater interest in stock car competition, to enable new and inexperienced drivers and car owners to compete in their own class without spending a considerable amount of money. Track Official in charge has the right to refuse any entry. No high performance equipment allowed. Trucks must remain stock throughout with the following exceptions for safety.

**1. ELIGIBLE MODELS APPROVED FOR COMPETITION:**

1970 and later models only of mini trucks listed below:

Chevrolet	-	Luv, S-10
Ford	-	Courier, Ranger
Dodge	-	Ram, D-50
Nissan (Datsun)		All
Mazda	-	All
Mitsubishi	-	All
Plymouth	-	Arrow
Toyota	-	All
Jeep	-	Jeep

A. All the above mini trucks came standard with a 4 cylinder engine.

B. Only rear wheel drive trucks. No four wheel drives allowed.

**2. WHEELBASE:** Maximum allowable tolerance cannot exceed 1/2 inch plus or minus on the other side.

**3. TREADWIDTH:** All trucks will maintain a treadwidth of 60 inches front and rear at all times.

**4. STEERING:** All trucks must have a removable steering wheel.

**5. CHASSIS:** Heavy duty springs optional as long as they fit in original position without modification. No racing shocks permitted. Only shock permitted that will bolt in original position. No screw jacks allowed.

**Only exception will be an optional adjustable rear shackle assembly Speedway Motors Part # 91645545**

**6. ENGINE IDENTIFICATION:** All trucks must have engine displacement clearly marked on hood. (2200cc, etc.)

**7. WEIGHT:** All trucks must weigh one (1) pound for every cc of engine after the race, with driver. Left side maximum weight 55% of total weight. All trucks must weigh a minimum of **2,500 pounds**. All added weight must be painted white with truck number on it.

**8. ENGINES:** Standard production engines (4 cylinder) for make and model truck used. All engines are allowed an overbore of .060 inches including wear. No decking .000 clearance. All parts must be stock with manufactures part number. Balancing permitted. No engine larger than 2700 cc allowed.

9. **CAMSHAFT:** Camshaft must be stock for make and model of engine. Maximum cam lift optional. Solid lifters optional. Adjustable timing gears optional.

10. **CRANKSHAFT:** Must remain stock for make and model.

11. **PISTONS AND CONNECTING RODS:**

- A. Pistons must be stock type replacement. No high performance pistons allowed.
- B. Stock length rods may be magnetic steel aftermarket.

12. **FAN:** Must remain stock for make and model. Electric fans permitted.

13. **FAN SHROUD AND DUCTS:** Must remain stock for make and model. Aftermarket radiators permitted.

14. **STARTER:** Must remain stock for make and model.

15. **ENGINE OIL PANS AND OIL COOLERS:** Must remain stock for make and model.

16. **CLUTCH ASSEMBLY:** Clutch assembly must remain stock and must be normal customer production in all respects. Flywheel must remain the original configurations in all respects. A steel scatter shield not less than 3/8 thick must be installed over flywheel and clutch area. All flywheels must be a minimum of 18 pounds.

17. **HEADS:** Must be stock. Stock valves, springs and retainers. Valves must not be altered. Only one angle and must be stock cut. No polishing, porting or relieving of head or valves. Head may be cut. Maximum valve spring shim .060. Poly-locks optional. Head must be size engine that it was manufactured for, such as 1800cc on 1800cc, 2300cc on 2300cc. Pinning of studs allowed. Rocker arms with inserts permitted. Track Official must approve any change from EFI to carburetor.

18. **CARBURETOR:** Stock fuel pump and carburetor. Only two (2) barrel carburetor's allowed. Carburetor must be for make and model of truck used. No fuel injections or turbo permitted. Holley 2300 two-barrel carburetor model number 7448 optional. The rework guidelines for carburetor, spacer and air filter are the same as the Limited Late Model Rules.

19. **AIR CLEANER AND AIR INTAKE:** Same as the Limited Late Model Rules.

20. **ELECTRICAL SYSTEM:**

- A. Distributor: Must be stock. Stock electronic box for make and model.
- B. Battery:
  - (1). Only one (1) 12V battery allowed.
  - (2). Battery must be located under hood in as near original position as possible or **located in a secured battery box underneath bed of truck in front left rear wheel.**
  - (3). A battery master disconnect switch may be located in center of dash area.

21. **LUBRICATION SYSTEM:** No Dry-Sump Systems permitted. No external oil pumps or tanks permitted. No oil drain lines permitted. No inside valve cover oiling systems permitted. No quick disconnect fitting swill be permitted.

22. **EXHAUST SYSTEMS:** Mufflers must be removed. Exhaust pipes must extend behind driver's seat and extend to outer edge of truck body. No flexible pipes permitted. Only exhaust manifolds of make and model of truck used. Headers optional. No 180 degree headers allowed. Headers must be Track approved. No thermal wrap or coatings permitted. Size must remain the same from collector pipe out. No cones or pyramids permitted. Must maintain a minimum four (4) inch ground clearance.

23. **INTAKE MANIFOLDS:** Must remain stock for make and model.

24. **ENGINE LOCATION:** Must remain stock for make and model.

25. **TRANSMISSIONS:**

A. Standard production, which are cataloged and available through regular dealer channels may be interchanged. Three, four and five speed transmissions permitted. Transmissions with gears removed are not permitted.

B. All forward and reverse gears must be in working order.

C. No quick-change transmissions allowed.

D. Automatic transmissions allowed.

26. **DRIVE SHAFT:**

A. Driveshaft and universal must be similar in design to standard production type. Must be **MAGNETIC STEEL**

B. It is mandatory that two u-shaped brackets, no less than 2 inches wide and 1/4 inch thick, be placed around the driveshaft and fastened to the floor or cross member of truck to prevent driveshaft from becoming dislodged and dropping to race track.

C. It is recommended that the driveshaft be painted white.

D. Front wheel drive trucks are not permitted.

27. **REAR END ASSEMBLY** Any gear ratio can be used. **Rear end housings must remain stock, but may NOT be interchanged between manufacturer, make and model. Rear ends may be interchanged in manufactures line. Differentials may NOT be welded; spool or OEM limited slip (Clutch type). NO Positive Traction. NO Detroit lockers permitted. No torsion type (Gleason) allowed. No Cambered rear end housings allowed. All rear ends must have two (2) axle gears and two (2) Spider gears.**

28. **BRAKES:** Any interchangeable brake and drum assembly may be used. No disc brakes on rear of truck. Front disc only on make and model that it came out on. Disc rotors cannot be drilled or lighted in any way.

29. **BODIES:**

A. Body Panels - Body must remain stock for reasonable trimming for tire clearance. No reinforcements. All panels must remain stock except door panels may be altered for actual space used in roll bar installation. The tailgate must be welded shut in the upright position. No cutting of the bed of the truck for any reason. A strip of metal no less than .020 may be installed from the top of the tailgate to the bottom of the rear fender wells inside the bed. A metal bed cover no less than .020 can be installed between rear window and tailgate with rear half hinged for inspection.

B. The front header panel must be stock appearing with stock dimensions and contour.

C. Body Height – Cab and bed must maintain stock height. No chopping or channeling.

D. Ground Clearance - All trucks must maintain a six (6) inch minimum ride height on frame and body measured anywhere in front of the left rear wheel.

E. Floors - Must remain standard

F. Hood - Positive fasteners required for hood. An additional center hood pin must be used on the leading edge of the hood. Hood inner panel may be removed. **Hood may be made of reinforced fiberglass or plastic, but must maintain stock configuration**

G. Dash - All trucks must have a complete dash.

30. **SPOILERS:**

A. **FRONT AIR DAM:** The front air dam must be mounted perpendicular to the ground at the trailing edge of the front bumper or nose area. The front air dam must maintain a minimum ground clearance of six (6) inches. All support brackets must be mounted to the rear of the air dam.

**B. REAR SPOILER:** A non-adjustable spoiler not exceeding five (5) inches in height may be attached to the tailgate and may be no wider than the tailgate. Spoiler must be solid, non-adjustable and control the flow of air over one surface only. No rudders or forward mounting brackets are allowed.

**31. BUMPERS:**

A. Front and rear bumpers may be made of 1 3/4 inch tubing one or two bars per bumper. No step bumpers allowed.

B. All trucks must have a hook, front and rear, to enable a wrecker to hook up without delay.

**32. GLASS:**

A. All glass must be removed except windshield and rear view mirror.

B. Each truck must have full windshield made of lexan.

C. Rear Window Glass optional: The use of lexan in lieu of standard rear window glass has been approved.

D. All window glass must be secured with "pop out straps".

**33. SAFETY:** All drivers must attend the driver's race meeting each week held in the inspection building. At all times, before going onto the racetrack, drivers must wear an approved helmet, driver's uniform and seat belts. The window net must be secured in the proper position.

**34. HELMET:** Drivers should wear a helmet carrying at least a valid SA 1995 or SA 2000 Standard Snell Sticker at all times on the racetrack. The driver should wear the helmet in accordance with the directions provided by the helmet supplier and/or manufacturer. Any modification to the helmet for any purpose should not detract from its effectiveness.

**35. DRIVER'S UNIFORM:** It is mandatory that at all times driver wear driving suit of fire resistance material that effectively covers the body. It is recommended that driver wears gloves, socks and underwear made of fire resistance material.

**36. WINDOW SCREEN:** A nylon window screen must be installed in the left side door opening. The window screen must be a rib type, made from 3/4 inch wide nylon material with a minimum one (1) inch opening between the ribs. The minimum window screen size shall be 22 inches wide by 16 inches high. All window screen mounts must be welded to the roll cage. The window screen, when in the closed position, must fit tight and be secured with a quick release type latch at the top on front only.

**37. SEAT BELTS:**

A. Each car should be equipped with a NASCAR approved seat belt restraint system. The seat belt and shoulder harness should not be less than three (3) inches wide.

B. The seat belt restraint system should be installed in accordance with the directions provided by the system supplier and/or manufacturer.

C. The manufacturer's label should not be located under the adjusting mechanism when the driver is buckled in the seat and has tightened the seat belts and shoulder harness. If the label is under the adjusting mechanism, the label should be removed or relocated in a manner that does not affect the integrity of the belt material. The date of manufacture should remain visible on the belts at all times.

D. The driver should use the seat belt restraint system at all times on the race track, in accordance with the instructions and/or recommendations of the system supplier and/or manufacturer.

**E. IT IS THE RESPONSIBILITY OF THE DRIVER, NOT NASCAR, TRACK OFFICIALS, OR THE PROMOTER, TO INSURE THAT HIS/HER SEAT BELT RESTRAINT SYSTEM AND ALL COMPONENTS ARE NASCAR APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED.**

**38. SEATS:**

- A. Only custom-manufactured aluminum seats acceptable to Track Official should be used.
- B. All seats should have padded side protectors and padded aluminum seat leg extensions on the left and the right side.
- C. A padded headrest acceptable to Track Official should be used. All roll bars and other hard surfaces around the driver's seat should be padded with impact absorbent material acceptable to Track Official.

**39. FIRE CONTROL:**

- A. Race cars must have an approved fire extinguisher securely mounted within reach of driver. This extinguisher must be mounted on an approved mounting bracket (no extinguisher may be taped to roll bars) or mounted in door area.
- B. It is recommended that each car have built in fire extinguishing equipment, but it cannot be a dry powder type (must be 1301 halon or equivalent). All entrants should have in their pits, at all times, a fully charged fifteen (10) pound capacity dry powder fire extinguisher or it's equivalent showing a current inspection certificate.
- C. It is mandatory that at all times driver wear driving suits of fire resistance material that effectively covers the body. It is recommended that driver wears gloves, socks and underwear made of fire resistance material.

**40. ROLL BARS:** Steel rollover bars are compulsory and must be approved. Aluminum and other soft metals not permitted. Front and rear roll bars must be connected at top (cage type) and bottom on both sides of seat height. Side roll bars are compulsory and must extend into door panels, minimum of 4 on left and 4 on right side with additional support on the back of roll bar.

- A. Left door sidebars must be convex in shape, with arch. An additional roll bar must be installed across bottom of dashboard from left roll bar to right roll bar leg.
- B. Roll bars must be welded and must be no less than 1 3/4 inches thick. All welds must have gusset plates and no less than .090 steel. No pipefittings allowed. Only round seamless steel tubes permitted.
- C. Roll bars in driver's area must be padded and taped with foam rubber from bottom of left window to center of top.
- D. Rear support bars left and right must extend from top of the rear vertical hoop to the rear of the frame in front of the tailgate.

**41. FUEL CELLS: FUEL CELL MANDATORY!**

- A. Only NASCAR approved maximum 8-gallon fuel cells and metal cans allowed.
- B. Fuel cells must be mounted in the center of the bed over the rear end housing. Four (4) metal straps are required to hold the fuel cell in place.
- C. The fuel cell must be mounted above the floor of the bed in a metal box made of no less than .020 gauge steel between the fender wells. NO cutting of the bed of the truck permitted.
- D. Gas lines run inside of truck must be covered by conduit pipe and must be within the perimeter of the roll cage.
- E. Fuel cell shut off valve recommended and should be installed near fuel cell.
- F. No gasoline additives allowed.

**TRACK FUEL ONLY! MUST BE PURCHASED AT TRACK!**

**42. WHEELS:** Steel wheels with a maximum width of seven (7) inches must be used. Wheel center must remain in standard position. Reinforced but offset must be same on all four wheels. **WHEELS MUST REMAIN UNDER FENDERS!** A minimum weight of 13 pounds per wheel required.

**43. TIRES:**

Tires must be of standard road tread with a width of no more than six (6) inches. No recaps allowed. Caraway Speedway will allow the use on one specified compound of each brand to be announced prior to the start of the season. The same compound and brand of tire MUST be used on all four wheels. No mixing of tire brands or compounds allowed. No knobs or worn out tires allowed. No hand grooving, buffing, grinding and/or cutting

on any area of racing tire allowed. Tires that have been altered by unauthorized treatment to the tread area will not be permitted. All cars qualified for Any race may be required to start the race on the same tires used for qualifying. Should identification numbers or serial numbers be defaced on any previously approved tire, this tire will be ruled ineligible for competition. If a Track Official determines that during practice, qualifying, the race or at the completion of the race, one or more tires have been or are being used by a competitor that are either not NASCAR approved or not in NASCAR approved position, then the driver, and/or car owner, and/or mechanic will be penalized. **Approved tire Hoosier 790 (commanche allowed)**

**44. IDENTIFICATION:**

Numbers must be at least 18 inches high and neatly painted on both sides of the truck on the center of door. A number 24 inches high must be painted on the roof, reading from the driver's side. The use of number decals is acceptable if the number is legible. Foil number decals are not permitted. If numbers are not legible, the Track Reserves the right to make you change your markings. Block type numbers six (6) inches high, white in color, must be attached to the uppermost corner of the windshield on the right side, and also on the rear tailgate. The speedway will maintain a registry of numbers. **ALL DRIVER'S WILL BE ASSIGNED A NUMBER BY CONTACTING THE SPEEDWAY OFFICE.** If you register for a number, and do not compete within four events of registering, the track reserves the right to re-assign the number. Only single or double digit numbers permitted, 00-99. No alphabet number allowed. Track officials have the right to temporarily change numbers to avoid duplication.

**NOTE:** Equipment or specifications not considered herein does not necessarily mean approval. For additional information contact Darren Hackett at the speedway office (336) 629-5803