

Dirt Truck Rules

General Information

The following specifications have been prepared by Fremont Speedway as guidelines for the construction of the Dirt Truck Division. No warranty or safety is expressed or implied as a result of this publication of rules. These rules are intended as a guide and are in no way guarantee against injury or death to participants, spectators, or others. Anything not covered by these specifications should be approved by the track officials and placed in writing. Continuous developments in auto racing and technology may mandate changes in these specifications. However, it is our intent to enforce and police these rules throughout the season.

This division was developed for the fun of racing in a low cost fashion. This requires limits in various areas to keep competition equal and fair for all participants. In order to accomplish this, if it doesn't say you can, don't! With help and consideration of the participants, this can be accomplished. Try to live within the spirit of the rules. If you have any questions, please contact track officials before you are found illegal.

Eligibility:

The only trucks to be used will be Chevy S-10, GMC S-15, Chevy Colorado, Ford Ranger, and Dodge Dakota. (Update for 2021)

Appearance:

Stock factory steel bodies, complete including tailgates, **No extended cab bodies on a regular cab frame. We will be using the top of the bedside to measure for cab set back. Example if your truck comes with a 6 ft bed the rear wheel should be at the 3ft mark to the center of the wheel. We are only allowing a 4 inch set back. Bed must retain factory rake; meaning that it can't be raised up in the rear; factory body lines must stay factory. (Still must look like a truck at the end of the day) (Update 2023)**

Steel or aluminum body sides are allowed. Factory body must keep 4 inches from the bottom of the window. (update 2020)

Inner panels may be removed.

Door window opening must remain stock with complete door factory headers.

No hood scoops of any kind. This includes any factory options or level-up vehicles. No holes in the hood.

Hood crown must remain factory stock. **No raised hoods of any kind!**

Stock bumpers may be reinforced. No visible crash bars, front or rear.

Front bumper: Rubber truck nose is allowed. No other noses are allowed. (Update 2020)

Rear bumper: Rubber or plastic rear tail piece will be allowed. (Update 2020)

Wheel opening flanges must be turned inboard.

Stock appearing rockers (size & location). No body-side skirts below rockers. No rear skirts. This measurement from the top of the box to bottom of the rocker must be no longer than 32 inches.

Truck must have a front and rear firewall with adequate protection. No holes showing.

Rub rails made of one-inch square tubing will be allowed. Rails must be tapered and be mounted tight against the body and be free of sharp edges.

Rear deck may be covered with aluminum or steel and **Have a hinged lid with a minimum of 3 ft by 3 1/2 ft rectangular for safety , prefer half the bed cover to be hinged. (we must get in to the rear area in case of fire (Update for 2023)**

Rear deck cover must be flat and flush with the top box, and must run the full length of the box.

All trucks must be neatly painted and lettered. The truck must have a number of no less than 18 inches on each door and roof.

Badly damaged trucks will have to be repaired. Any sharp edges must be repaired or made smooth.

Windshield visor is allowed. Can be no more than 6 inches in width, and it must be mounted at the extreme top of the windshield opening. This will be measured at the middle of the windshield down. (Update 2020)

No body panels can have hinges to allow air to escape. (Update 2020)

No Sail panels on the rear downtube bars allowed. (Update 2020)

Bowing of the body to cover the tires is allowed. You cannot alter the top of the cab to achieve this. (Update 2021)

Update: You can no longer run a factory hard plastic grill. Must run a utility grill, aftermarket rubber nose, or make one out of aluminum. (Update 2022)

Spoilers:

Spoilers must be mounted to the rear of the bed.

Spoiler Blade will be a maximum of 8 inches.

Spoiler Blade must be flat. A maximum of 1 inch wicker bill is allowed. Any spoiler angle is ok.

Spoiler may not extend past sides of the bed.

Spoiler sideboards will be no larger than 100 sq. inches.

Only 3 supports will be allowed.

Chassis:

Stock truck frames must be used.

Frames must remain stock width.

Frame supports may be added. (Square tubing, Plating of the frame)

Frame lighting holes are not allowed.

Frame rails must remain stock front to rear.

Lowering of the engine is allowed and may not remove the lower portion of the factory cross member. Frame must be plated in if material is removed.

Notching the frame to the lower seat is ok. However, it must keep the bottom 2 inches of factory frame rail and must have square tubing put in this area to support the frame.

Roll cages will be 6 point design with 1 1/2 inch minimum diameter with .095 wall tubing with a minimum of 3 bars in each door. Each door bar must be of single piece construction. **Cage set back is determined by the bed: Please see description in appearance. (Update 2023)**

Saddled tubing joints recommended. If not, gussets are required.

Roll cage offset is allowed on the right hand side only.

All trucks will have a minimum weight of 3000 lbs. All weights must be painted white and securely fastened. If a lot of weight must be added to achieve this weight it must be added to the inside of the 4 wheels. We understand weight percentages want to be achieved but adding 600 lbs to the left rear on top of what you have already just isn't safe. Will be subject to random scale checks. If your weights come off you are done for the night. (Update for 2023)

The following wheel bases will be used:

	Chevy S-10/GMC S-15	Colorado 1 st gen 03-12	Dodge Dakota	Ford Ranger
Short Bed	108"	111"	112"	108"
Long Bed	118"	120"	124"	114"
Ext. Cab	122"	126"	131"	125"

Truck wheel base can be no shorter than 108" for only the standard cab short bed trucks. This rule doesn't apply to long bed or extended cab trucks; they will be shorter than factory when aftermarket leaf springs get added by roughly 4 inches. Factory front mounting location must be used and cannot be altered from factory stock location. (Update 2021)

Suspension, Springs, and Shocks:

Front: Racing coil springs may be used with a minimum of 3 inch diameter - front only. Coil overs are allowed on the front end only. You can still run the 5 inch springs like before if you so choose. (Update 2022)

Weight jack bolts will be allowed on front coils only.

Upper A-arms may be tubular, upper A-arms may be notched for weight jack bolts. Upper

A-arms must have a connected cross shaft. Upper A-arms may run parallel to the frame.

Lower A-arms must be factory and may have a maximum extension of 2 inches. Extension must be straight out. Lower A-arms must be mounted in factory mount.

Any factory spindle may be used. No aftermarket or tubular spindles may be used. No wide 5 hubs.

Rear: Rear leaf springs **must** remain in stock locations, using factory front mount. No rear coils

Rear sliders or shackles are allowed. Shackles must be mounted in factory locations. If rear sliders are used they may be placed within 6 inches of factory spring mount. Rear spring cannot mount any higher than the bottom of the frame.

Aftermarket rear leafs are allowed.

Any rear end torque-link may be used. (Examples, pull bar, lift bar, biscuit bar) Coil over is allowed on lift bar if you so choose. (Update 2022)

No four link or Z link type suspensions allowed.

Shocks: Racing shocks may be used, only one shock per wheel.

Gas shocks are allowed but can't have Schrader valves. (Update 2019)

Oil shocks can be adjustable. (Update 2019)

Coil overs are allowed on the front end only. NO remote reservoir and No Schrader Valves (Update 2022)

No coil overs allowed on rear corners of the truck. (Update 2022)

Steering:

Steering must remain stock to frame. Aluminum tie rods are allowed.

A minimum of 2 universal joints in the steering shaft.

Steering quickener may be used.

Update: Any brand truck can now install a rack and pinion if you so choose (Update 2022)

Rear End:

No quick changes.

Drive shaft must be painted white.

9 inch Ford rear end allowed.

Floater rear end may be used. No aluminum. No wide 5 hubs.

Rear end may be locked.

Maximum rear track width of 74 inches as measured from outside sidewall of left rear tire to outside sidewall of right rear tire.

Transponder is mounted to the right side axle tube. Track officials must be able to get to it to change out if needed. This also goes with the bed cover rule. (Update 2023)

Rear end must mount to the spring pin location. Must have (2) U-bolts, or (4) grade 8 bolts, on each side holding the rear end to the springs. Rear end can be fully floated if you so choose. (Update 2023)

Brakes:

Must have 4 brake calipers

Dual master cylinder/ pedal assembly with brake adjuster may be used.

Disk brakes on the rear end are allowed.

Aluminum calipers are allowed on the rear end only! (Update 2019)

Wheel and Tires:

Any 8 inch by 15 inch **racing type steel wheel** is allowed.

No aluminum wheels.

Bead locks are allowed.

Any brand 8 inch racing tire is allowed. NO STREET OR HIGHWAY TIRES ALLOWED.

Wheels must pass a Go/No Go gauge. A little leniency will be allowed due to different manufacturers of bead locks.

No tire bleeders allowed. (Update 2019)

Engine:

V-8 only.

Any engine may be used in any truck. (For example a Chevy in a Ford truck)

Engine setback, #1 spark plug will be no farther back than the center of the ball joint.

No aluminum heads or blocks.

Only 1 Holley 4412-2 barrel carburetor allowed. Must pass a Holley No-Go gauge. Choke plate must be

removed. No Dominator, Predator, or Weber style. **Gas or Alcohol ok (Update 2022)**

Adapter plates are allowed. (Remember NO hood scoops)

Aluminum intakes are allowed.

Headers are allowed.

Exhaust may not protrude past side sheet metal.

No crank trigger ignition. No magnetos.

Mufflers are required. (Schoenfeld Muffler 112535 or 113035)

Radiators must be in front of the engine.

Overflow can, must be used.

Shroud must cover the upper 180 degrees of the fan. Shroud must be metal and completely cover the fan.

Electric fans are allowed.

No oil coolers allowed in the driver's compartment.

Transmission:

Any type transmission is allowed

Front pump drives ok.

No quick change transmissions.

Bert or Brinn type transmissions are allowed. (Update 2019)

Clutch:

No dog clutches.

Any stock clutch or multi-disk may be used.

Fuel Cell:

Fuel cell in a steel can is mandatory.

It must be mounted behind the rear axle with a minimum of 2, 2 inch by 1/8 inch steel straps around the fuel cell.

Fuel filler may not extend outside of the body.

No electric fuel pumps.

Fuel lines must run under floorboards.

Race gas or straight alcohol (methanol). (**Update 2022**)

No nitro or nitrous oxide systems.

Safety:

Seat must be a full containment seat. (**Update 2023**)

Helmets required and must pass inspection. (**Snell 2015 at least**) 2020 highly recommended if you have to purchase a new one. (**Update 2019**)

Flame retardant driving suit, driving gloves, and driving shoes required. (**Double layer suit with Nomex underwear**) **Highly recommended**

Competition type seat belts must be used. Lap belt and shoulder harness must be 3 inches in width minimum. **Belts cannot be over 2 years old.** (**Suggest bold color from driver's suit**) (**Update 2019**)

Anti-submarine belt required.

Aluminum racing seats are required. Seat must be mounted to the roll cage in at least 4 places, 2 on the back, and 2 on the bottom. (Full containment seats are highly recommended)

Seat must have an approved padded headrest.

Roll bar padding is required.

Safety bars are required in front of the driver.

Fire extinguishers in the cab are allowed, but are not mandatory. (**Update 2019**)

Battery cannot be located in the driver's compartment. Battery must be mounted inside the frame rails.

Miscellaneous:

There will be no more 2 weeks to fix anything that is not right with your truck. You will be allowed to race but you can not advance any further than the B main. No matter where you finish. show up points and pay is all you will receive. This is to allow you to test your truck. (**Update 2023**)

No mirrors.

All trucks must have tow hooks front and rear.

If the track record is broken that truck will be required to report to the tech area right away. Failure to do so will result in a disqualification for the night. (**Update 2023**)

All trucks must have tow hooks front and rear. **If a hook comes off the truck the track / wrecker driver is not responsible for any damage incurred.** (**Update 2023**)

Track officials have the right to ask for the removal of any decal or signage deemed to be disrespectful,

inappropriate, or offensive. (Update 2020)

Trucks may also receive a \$500.00 fine for rough driving and a suspension for the rest of the year or until the fine is paid! This can be any combination or even banned for life from all racing divisions. (Update 2020)

Drivers will be subject to random drug tests at the track's discretion. If found to be under the influence you can be banned for life from any racing division. (Update 2023)

Rules may be added or changed as needed to better the division. If you have any suggestions on possible rule changes: Have cost of parts, why you are requesting the change.

Questions contact Fremont Speedway track phone @ 419-334-6990.