

2010 Circle Truck Race Rules

Part 1 – Chassis, Body, Roll Bars/Cage

1. Full size trucks, ½ or ¾ ton pickups, two wheel drive with minimum wheelbase of 115” Bodies must remain stock appearing and complete. Must look like street pickups. No car frames, El Caminos, Rancheros, S-10’s or Rangers, etc. Must be a previously licensed truck. Custom built body and box must be stock appearing.
2. All chrome trim, glass and mirrors must be removed.
3. Firewall and cab floor pan cannot be cut nor have any alterations except as required for roll cage installation. Bed exteriors must remain complete, minimal trimming OK. Tailgate can be sheet metal. If bed floor or inner sides are removed a bed cover is mandatory.
4. Front bumper must be OEM (original equipment manufacturer) appearing to match truck. Bumper must be strapped to fender or frame with a minimum of 2 x 1/8 flat strap or chain. OEM rear bumper or equivalent. Must be strapped to truck bed. Standard bumper on outside, not covered front & back, no reinforcements. ANY TRUCK THAT LOSES A BUMPER WILL BE DISQUALIFIED (equipment flag) in that race – may reattach and run in later race. No truck may race without both bumpers in place. No reinforcements on front or rear bumper. Must be stock bumper.
5. Rub rails are optional – metal strap/rail maximum ½” thick by 2” must be welded flush to truck between the wheel openings and cannot protrude away from truck over 1” from body.
6. Trucks must remain stock appearing, reasonably straight neatly painted and numbered. Body, chassis and suspension must all be the same manufacturer. Must have a 3 sided triangle, 16”x16”x16”, with number mounted in truck bed.
7. All trucks will have a 6-point roll cage. Cage must be minimum of 1.5” – 1.75” tubing minimum wall thickness .095. Four door bars are required on left side and two on the right. Roll cage must be constructed in such a manner that in case of roll over, neither side of cab can be crushed down reducing the size of the door window opening. Front and rear hoops and reinforcements are allowed. Truck frame may be reinforced as need for strength, but cannot be altered beyond basic factory specs.
8. All trucks must have a ½ windshield screen and a 1” x .095 center bar mounted behind screen and attached vertically to roll cage.
9. Driver’s side window nets required on all trucks and will be checked in staging.
10. Window opening on truck must be stock height.

11. Tow hooks mandatory on both ends of truck can use chains or flat straps. Must be visible, easily accessible and reachable from standing position.

12. Plate steel on floorboard from back of seat to firewall recommended.

Part 2 - Engine Transmission Drive Train

13. Engine must be in stock locations. Transmission must remain on stock position and cross member in stock location.

14. Engines are limited to a maximum of one four-barrel carburetor.

15. Stock type engine mounted fuel pumps only. No electric fuel pumps.

16. Transmission must be of a stock type configuration. Automatics must have torque converter. Manual transmission must remain stock type with stock type clutch. **MANUAL TRANSMISSION MUST HAVE A SCATTERSHIELD.**

17. Drive shaft must be painted white and have a loop 360 degrees around the front of each one approximately 3" behind the U-joint. Minimum 1 x 1/8 flat strap. **NO CHAINS. NO ALUMINUM DRIVESHAFTS.**

Part 3 - Rear End Suspension Wheels Tires

18. Rear end must remain stock OEM type or stock type floater rear ends are optional. A floater rear end must be original equipment. No after market rear ends. Rear ends may be locked. Rear end can be moved to topside of leaf springs. Any stock rear end can be used with any make or race truck; example a stock Ford 9" rear end is ok with a Chevy pickup.

19. **FRONT:** Weight jack are allowed in front only. Springs may be re-arched or heated. Trucks should be lowered to accommodate better handling. Trucks cannot be raised. Maximum one shock absorber per wheel. Racing springs allowed. **REAR:** Rear end must have leaf springs only, nothing else.

20. All front suspension components and steering must remain stock for make of truck except upper control arm can be changed or modified. After market steering quickners are allowed.

21. Four-wheel working brakes are required. Brake bias IS allowed. All front brake parts must be stock OEM parts. Rear disc brakes OK.

22. Ballast weight may be added and must be painted white, and securely fastened to frame. All weight must have truck number on it. **IF ANY BALLAST WEIGHT FALLS OFF DURING A RACE, THE TRUCK IS DISQUALIFIED, PERIOD. NO EXCEPTIONS!!!!**

23. Sand bags not allowed.

24. All wheels must have 1” lug nuts on all wheels. Trucks cannot race with broken or stripped studs or nuts.

25. Bead locks are allowed.

26. No chained, or studded tires, remove all hubcaps.

27. Only 8 inch steel wheels and any 8 inch racing tire allowed—grinding or grooving on tires is allowed.

Part 4 - Cooling, Fuel, Battery

28. Radiator must be in stock location.

29. No fuel or oil lines can run through driver’s compartment. Aftermarket transmission coolers may be mounted in bed.

30. Fuel cells are mandatory and must be mounted in the bed within the protection of the roll bars or real loop. BED COVER MANDATORY, SHEET METAL IS OK.

31. Batteries must be under hood.

32. Must have a battery kill switch mounted to left of steering wheel on dash in plain view. Must kill engine and prevent engine from starting.

33. Alcohol, race fuel, and regular gasoline is OK. If running alcohol must have approved sticker on both sides of the truck.