



2010
RULE BOOK
TRUCKS

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TRUCK DIVISION RULES

GENERAL

The word stock shall be defined as any part for that particular make, model, and year as found in the manufactures catalogue. Unless specifically noted all stock parts shall be mounted in both the stock location and stock position as engineered by the manufacture. In addition to the location and mounting, only parts identified in the manufactures catalogue for that particular make, model, and year shall be eligible. Any deviation to the above mentioned rule shall be superseded by written updates and duly noted in the specific sub-section of the rules and in accordance with the rules.

Any driver, car owner, chief mechanic who refuses a claim will surrender all prize money and points for that race and may subject themselves to an immediate and indefinite suspension and or fine.

AIR CLEANER

Any type permitted. Must fit under the hood. No ram tubes or ducting allowed. Cars must have air cleaner to act as a flame arrester. No cowl induction system allowed. No high velocity or stack type air cleaner assembly. Maximum air cleaner size 14" x 4-1/2". Must have solid air cleaner top. All air boxes, and/or extensions from the air cleaner as described above shall maintain a minimum of four inches between any part of the firewall and any part of the air cleaner and/or air box assembly. There shall be no sealing devices anywhere on the air cleaner and/or air box with the exception of the gasket between the carburetor and air cleaner. The height of the add-on devices (air box, cowl, and deflectors) shall not exceed the height of the air cleaner installed on the vehicle when measured with reference to the carburetor center line.

APPEARANCE:

Entries must be presentable in racing events. All body panels must be painted. Entries considered improperly prepared may be rejected at any event. No battered trucks.

BATTERY

Must be anchored securely and located between the center line of the rear axle and the rear of the cab. Minimum two 5/16th mounting bolts.

BODY STYLE

Open to G.M.C., Chevrolet, Dodge, Toyota, Nissan, and Ford full-size pick up trucks from 1967 to current model year inclusive. Only standard cabs and straight side boxes are allowed. (Step side boxes not allowed.)

BODY

- Minimum ground clearance on any part of the vehicle is 4" (four) excluding the tires.
- All ground clearances and roof heights are measured with the driver in the vehicle.
- Unless otherwise stated all body panels must be constructed on magnetic steel.

- Box, body and chassis must be of the same make and year model. Body must be straight, sound, stock appearing and in stock position on frame.
- Fender and door seams can be sealed; however stock body lines must be maintained. Body mount insulators may be removed.
- Body and box must be securely mounted to frame. Box ribs may be notched to allow character line alignment. Hood seams must stay original. Body repair or replacement panels must be made of steel minimum 22 gauge thickness.
- Removal of box side inner metal allowed... Floor of box bed may be replaced with minimum 22 gauge magnetic steel sheet metal.
- Side and rear support bars in the box are permitted, must be no larger than $\frac{3}{4}$ " OD, and no more than two vertical and two horizontal bars will be allowed in the box. Wood floors prohibited. Rear wheel tubs must be stock appearing.
- Front inner fenders may be removed. All chrome moldings, ornaments, door handles, glass or plastic components must be removed except grille. Door handle, tail lamp and headlamp openings must be filled with aluminum or steel sheet metal, plastic or fiberglass.
- Minimum roof height of 63" when measured 10" (TEN) back from the windshield. This minimum roof height can be measured anywhere on the roof side to side. The lowest point of the roof shall be the spot for the official roof height to be recorded. Roof heights will be measured with the tires at normal operating pressures.
- Roof contour may not be altered to meet minimum height.
- Box bed covers are mandatory. Box bed covers must be fabricated of magnetic steel sheet metal minimum 22 gauge thickness.
- Box bed covers must be securely fastened and may be hinged or use hood pins.
- Rear spoilers may be used and a single plane sheet metal style, and or lexan allowed. Maximum 6" long at any angle when measured from the top of the box at any point on the box side to side. The spoiler can be no wider than the box, must be securely fastened, and if made of lexan a minimum of three (left, center, and right) support brackets must be used.
- Tailgates - original tailgate may be used or fabricated from minimum 22 gauge steel and must be welded or riveted closed and conform to original shape.
- Two-square-foot door constructed of 22 gauge magnetic steel (2x2 only) on top of tonneau cover for inspection of fuel cell and inner box mandatory.
- Front valances must not protrude outside the plan of the front tire.

BUMPERS (Front Bumpers)

Bumpers are mandatory. Stock-appearing bumpers in stock location. Metal guards extending from bumper to body panel and riveted in place may be used to prevent bumper gouging. Width of bumper may be shortened to conform to body. All bumper support bars must be less than $\frac{3}{4}$ " in diameter, and be approved by the tech committee. The purpose of the support bar is to maintain stock position of the bumper and not to increase the strength and or to be used as a

ram. Bumper mounts may be fabricated and reinforced. **Note:** Approved aftermarket front nose pieces including bumpers are allowed as long as they are stock appearing for the same make/model of vehicle.

BUMPERS (Rear Bumper)

Rear step bumpers are NOT allowed. Stamped steel O.E.M. bumpers allowed. Stamped steel O.E.M. front bumper may be used on rear. Width of bumper may be shortened to conform to body. One 2" x 0.125" x 3" OR Two 2" x 0.125" x 2" HSS tube in stock position. Excessive reinforcing of the bumper and or rear of the vehicle is not allowed.

BRAKES

Four wheel hydraulic brakes are required. Lightening of backing plates brake drums and/or shoes by cutting or trimming metal is not permitted. Lightening or cooling holes in backing plates must be drilled in such a manner that they do not weaken the unit. Brakes on each truck will be tested for pedal "feel". Factory disc brakes allowed on the year and models available. Disc brakes are not allowed on 9" Ford rear end if they were not originally equipped on that year/model. Must use stock-type brake rotors – no drilled or grooved aftermarket brake rotors permitted. Brake bias is allowed however the adjustment must be at the master cylinder, and not accessible by the driver or while the vehicle is in motion.

CHASSIS and SUSPENSION

a) All suspension and steering parts are to be stock or OEM-type replacement. No modifying and/or repositioning of lower control arms unless otherwise approved. Coil springs and sway bars may be interchanged providing they fit original mounting as intended for that model year. Only truck spindles are allowed and must be the same make (gm on gm), and same side to side (spindles must be of equal king pin inclination and Ackerman left & right). Front upper control arm mounts may be altered but must still be in stock location. Upper control arms must be stock length for that make and model of vehicle, but have an allowance of 1/2" side to side. Load bolts are NOT allowed. NO spring spacers are allowed between the coils. Rear axle spring perches may be changed to allow under slung to become over slung and visa versa. Rear spring shackle mount may be altered to obtain ride height. Shackle lengths may not be altered. May use fabricated stabilizer links, no hiems.

b) Shocks must be in stock location but top mount may be altered to correct shock alignment. No alteration of the lower shock mounts is permitted. Shock absorbers (one per wheel), must be non-externally adjustable sealed steel with stock-type mounts, and no altering of shock and/or painting allowed. \$100.00 maximum per shock. No rod end or ball mounts.

c) Hubs may be drilled for larger wheel studs and bolt circle may be altered but not to exceed 5 x 5 1/2" bolt circle. A minimum of two (2) wheel stud threads must protrude through wheel nut while in the installed position.

d) Front Suspension – 1973 – 1987 / 2000 & Later GM Trucks

Right side lower control arm inner mounting bolts may be moved to the right a maximum of 1". Original holes must remain in frame. Right side spindle may be re-drilled a maximum of 1" out board to relocate the upper ball joint.

DOORS

Must be welded or bolted securely front and back; inner panels may be removed if roll cage bars extend against outer door skin. If cage does not extend into doors, stock inner panels or replacement sheet metal must be used. Door to fender and rear cab seams can be sealed however factory body character lines must be retained.

DRIVE LINE

Drive shaft and universals MUST be stock standard production type. Steel, 360-degree retainer loops, 1/4 inch thick x 2 inches wide, must be positioned at the front and rear of shaft, and within 12 inches of each U-joint. One-piece magnetic steel OEM-type driveshaft (minimum 3" in diameter). Driveshaft must be painted white.

EXHAUST SYSTEMS

Only stock, cast iron or approved manifolds maximum outlet diameter 2-1/2" permitted / approved headers on crate engines allowed (shorty OE style or same as Super Stock). Exhaust pipes must extend back under truck, and exit behind driver and outside of sheet metal and away from fuel tank. No inverting manifolds. Exhausts system will consist of 2 exhaust pipes max 2-1/2" O.D., 2 mufflers (Magnaflow part #11219, IMCO part #7403 or Midas SK124) and one or 2 tail pipes max 2-1/2" O.D. Balance tube between exhaust pipes is optional max 2-1/2" O.D. A decibel reading of 92 or less at a 100 foot distance will be strictly enforced. If 3" collector or muffler is used, must be reduced to 2 1/2" OD immediately (within inches) exiting or entering component. No merge collectors or "X" pipes, 2 1/2" OD balance tubes OK.

FIREWALLS

Front firewall must be original and in original location, with all holes filled. Rear of cab must be completely closed off with 22 gauge magnetic steel. No metal screws permitted. Must be welded or riveted.

FIRE CONTROL

Race trucks must have an approved fire extinguisher, with a recharge slip dated back no later than 9 months, mounted on the right side and within reach of the driver when seat belts are fastened. This extinguisher must be mounted to an approved mounting bracket.

FLOOR

Floor must be stock, complete and in original position from the front firewall to the rear of the cab. All holes must be covered with magnetic sheet metal.

FRAME

Frames must be half-ton truck frame for make and model used. Frame rails may be reinforced on or inside frame rail. No altering of front clip section height to the rest of the frame. A frame ride height of 5" with driver will be measured on the front cross member between the lower control arm mounts. Minimum ground clearance for all other components is 4" (four) with the exception of the tires. All ground clearances and roof heights are measured with the driver in the vehicle.

GM Trucks – 2000 & Later – Accepted Modifications Engine Location

Left front spark plug in line with front edge of left spring pocket. Front of oil pan even with the front edge of the steering rack body. Centre of rear axle housing tube to rear of engine block min. 104".

FUEL PUMP

Stock-appearing mechanical fuel pumps. No electric fuel pumps. No glass or plastic fuel filters allowed.

FUEL

Delaware Speedway approved pump gas only. No additives. Fuel will be subject to testing.

FUEL CELL

Must be located between frame rails between the rear of cab and ahead of the rear axle housing, no lower than the bottom of the side frame rail. Must be securely mounted. Fuel cell maximum capacity 22 US gallons and vent must extend through box bed cover if utilized or under bed floor.

FUEL LINES

An armored neoprene or steel line must be securely fastened, under the floor and above the lower edge of frame rail. No copper fuel lines. If line runs through cab it must run through steel tube and painted either red or yellow in direct contrast to the colour of the vehicle.

GRILLES

Must be stock appearing for the body used. No plastic grilles. For '88 to '99 Chevrolet half-ton trucks, Knott Fiberglass has an approved fiberglass nose section.

HOOD

Full stock hood and bracing must be retained. Hood openings that are not of original equipment manufacture are not permitted. If aftermarket hood is used, must be magnetic steel & approved by officials (see technical inspection section for approval process for alternative parts). No exterior hood hinges, must have front hood pins. (No removable hoods). There shall be no sealing devices, air deflectors, and or air management systems installed to the underside of hood.

IGNITION and ELECTRICAL

1. Truck must be self-starting.
2. Ignition "on/off" switch must be mounted in the centerline of the vehicle and clearly labeled in such a manner that the engine can be turned off from outside of vehicle in the event of an emergency.
3. The only switches allowed are: (a). Master on/off mounted in the centre of the car. (b) Push button start switch. (c) Main power other than master on/off.
4. All cars must have MSD soft touch rev control part #8728 installed on right-hand side of dash, out of driver's reach within 6" of right-hand A-post bar. An operational 6300 rpm chip must be installed. The installed chip must be accessible from the right side window. All MSD wiring to remain open for inspection.
5. A claim rule of \$100.00 will be mandated on all MSD modules. In the event of a claim the technical team shall deem that both MSD boxes are in working order prior to the switch. The team having its MSD box claimed shall be awarded the \$100.00 claim fee in addition to the others competitors MSD box. In order to claim both MSD boxes will have to be the same vintage and model.

6. Stock-type distributor & module for make and model or GM HEI-type distributor from DUI optional.
7. Electrical system will have a max. of 15V (fifteen) with the vehicle running.
8. No other electrical devices are allowed anywhere on the vehicle.

INTERIOR

All flammable material must be removed. A full width dash panel made of magnetic sheet metal must be installed.

INSTRUMENTS

Oil pressure and heat gauges are mandatory.

MIRRORS

1. Optional. If used, must be mounted in center, stock location and at least ½ of the reflective surface must be on the right side of the vehicles center line. Maximum size 3" x 10".
2. If either a full containment seat and or a head/neck support restraint system is used a 3" X 14" mirror mounted in the stock location is permitted. In addition to the larger mirror, an optional left side mirror that is no larger than 2 ½" maybe installed. The left side mirror may not extend or protrude outside the vehicle.

PAINT AND LETTERING

All trucks must be neatly and brightly painted. Numbers, assigned by the track, must be painted on both sides of car and roof (readable from right side) in a colour offering distinct contrast to colour of the car. Numbers must be a minimum of 20" high and 3" wide. Numbers must be legible (subject to approval of Head scorer.) Front fenders must be kept clear of markings or lettering from the number to the headlight area.

PEDAL ASSEMBLY

Pedal assemblies must be stock and in stock location.

RADIATORS

Radiators must be in stock location. Large rads are permissible only if they are safely installed in a rad cradle. Rad must include liquid overflow container no less than 1 litre mounted ahead of engine Firewall. Water is the only allowed coolant. Electric fans are not allowed.

RADIOS

Approved 1-way radio receiver mandatory. Must receive frequency UHF 451.7125

REAR ENDS

Stock. May be locked with steel mini spool. Final drive ratio to match RPM limit set. Optional Ford 9" rear end can be used for all makes with full steel spool (no locking devices, no aluminum).

ROLL CAGE

1. A full perimeter cage must be used. 1-3/4" OD x .095" tubing must be used.
2. Rear upright support bars extending through rear window may not extend rearward more than 18" past the centerline of the rear axle.
3. A front hoop may be incorporated but may not extend past any body lines or the grille area. Front hoop must be in board of the front tires.
4. Side bars are compulsory. A minimum of 4 bars on the left side and 3 bars on the right side must extend into the doors within 1" from the outside door panel. All other roll cage bars must be within 3" of the body measured from the centerline of the tubing.
5. Frame brackets made from adequate material may be added and gusseted to the outside of frame rails to provide vertical mounts for roll cage upright tubes. Behind rear wheels any rear hoop must be in line with the frame. No excessive reinforcing in the rear area of the truck.
6. Body support bars are permitted however all support bars must 3/4" in diameter or less, and must be attached to either of the hoops in such a manner to provide only support and not additional strength. All support bars outside of the front and/or rear hoops are subject to the approval of the tech committee and any bar deemed to be that of a "rub bar" must be removed.
7. All bars located in the driver's area must be both padded and taped. The definition of all bars is any bar that can be touched by any extremity while sitting in the seat.
8. All roll bars must be constructed on magnetic steel.

STEERING WHEEL & COLUMN

Steering shaft must have a minimum of two u-joints phased and installed properly. Collapsible column section is highly recommended. Steering wheel may use an approved quick-release mechanism and must have a steering wheel pad installed.

SAFETY BELTS AND HARNESS

A quick release SFI approved 5-point harness of no less than 3" in width, in good condition are mandatory. Belts must be securely fastened to the frame, cross member or roll cage by means of a suitable reinforced mounting, in such a manner that all fittings are in a direct line with the direction of pull, as per manufacturer's instructions. Anti-submarine V-belt highly recommended. Belts may not be any older than 3 years. (Manufacturers date). All belts and mounting will be subject to technical inspection.

SAFETY HELMET AND APPAREL

Drivers are required to wear full coverage, one or two piece Nomex firesuits which are S.F.I. rated. Fire retardant gloves are mandatory. Fire retardant undergarments are strongly recommended. Driver's helmets must conform to Snell SA-2005 or newer standards and have a certification sticker visible inside the helmet (SA-2010 Snell highly recommended). It is highly recommended that drivers wear eye protection designed for auto racing. Driver's apparel must be clean at all times. NO nylon shoes allowed.

Note: 2010 is the last year for SA 2000

SEATS AND HEADREST

Approved aluminum bucket seat is mandatory. No home made seats allowed. Seats must be bolted or secured solid so that the seat will not shift or loosen on impact. All retainer bolts must be minimum 3/8". Seat must be completely to the left of the centerline of the truck and inside the frame rail. An approved padded headrest is mandatory and must be securely mounted.

TIRES

Only Delaware Speedway approved tires are permitted. Altering of tires by treatment (softeners etc.) is illegal. All tires are subject to approval of the officials in charge. A tire inventory rule may apply.

TRANSMISSION (AUTO)

Automatic transmissions may be strengthened. Modifications to shifting patterns are permitted, provided full shift pattern is retained. Scatter shield is highly recommended with automatic transmission. Stock-type working torque converter must be retained. Maximum diameter of torque converter will be considered 12". Minimum diameter of torque converter will be considered 8". Must have approved shifter (NO RODS). Transmission oil coolers are mandatory but must not be mounted inside driver's compartment and must be contained inside the body of the truck. NO lockup torque converters, electronic or hydraulically operated. NO overdrive or automatic overdrive transmissions allowed. Transmission must be 2 or 3 speed automatic only. NO manual transmissions.

NOTE: A torque converter stall test to check torque converter may be performed in forward and reverse gears. Minimum torque converter weight of 25 lbs wet applies. .

WEIGHT

1. Truck will be weighed with the driver.
2. Total left side weight 55%.
3. Maximum total rear weight 48%.
4. Ballast weight added must be double-bolted, painted white in block form and weigh no less than 10 lbs. Truck number to be clearly marked on each piece. No weights to be mounted lower than the lower frame rail. No water, gas, and/or oil will be allowed to be added to a vehicle after an event to make the minimum weight.
5. Any weight added to the truck behind the rear axle assembly shall be bolted to or incased in the stock frame(see definition of stock), mounted no lower than the top of the rear axle tube, and no nearer the inner most position of the rear bumper by 24" (twenty four inches)

Built Engine 3600
Left side maximum 55%

Crate Engine
Must weigh minimum 3500 lbs
Left side maximum 55%

WHEELS

15" diameter wheels with a maximum width 7" measured from bead seat to bead seat. No home made, aluminum or mag wheels allowed. Minimum offset allowed is 3". Same offset wheels must be used on left and right side (not necessarily front to rear.) Spacers will be considered as part of the wheel and measured as such. Racing wheels are allowed providing the shell thickness is .125" minimum. Large diameter wheel stud allowed and all wheel studs must protrude through the nut by two (2) threads while in the installed position.

WHEELBASE -TRACK WIDTH

All trucks must retain the stock wheelbase and tread width for the body used, as per manufacturer's nominal specifications. Variance may not exceed one inch (1") on wheelbase.

WINDOWS/WINDSHIELDS

Door windows must be removed. Windshield and rear window must be lexan of minimum .125" thickness. A minimum of two interior steel support beams no more than 1" wide and 1" deep to follow contour of windshield are mandatory. No unapproved markings allowed on windshield. (This includes drivers name, manufacturers identification etc.) No tinting of front or rear windows. You may paint the upper 5" of the windshield or 3" of rear window black.

ENGINE OPTIONS

Claim rule on hold. Delaware Speedway reserves the right to re-implement the engine claim rule if it is deemed necessary.

WATER PUMP -- Stock O.E.M. water pumps only. NO anti freeze allowed in the cooling system. Water is the only allowed coolant permitted while a vehicle is on the racing surface. No special racing pumps and must use stock-type v-belt drive.

ENGINE LOCATION & MOUNTS

Engine must be stock V8 or approved location. Engine mounts may be stock-type solid mounts. A minimum crankshaft height will apply (will be higher than 12 inches).

OPTION A: CRATE ENGINE

Only approved, sealed, unaltered engines. No changes, substitutions or modifications to engine. No rebuilding allowed (only approved repair of crate engines allowed). It is the competitor's responsibility to have paperwork of where the engine was purchased and competitors will be held accountable for alterations to engine.

Any tampering, alterations, or violations with respect to the crate engine program will result in the immediate suspension of the driver, car owner, and chief mechanic for a minimum of 1 year (365 days) from the date of the infraction. Further monetary fines and reduction of points will be assessed by the technical committee. The tampered engine which must be removed at the team's expense will be impounded at both the team's expense and risk until the ruling is finalized. The speedway reserves the right to destroy all tampered with parts

Approved engine is:

Chevrolet 350/350hp Circle Track Crate Engine Part # 88958602 (may be used in any approved make or model of truck).

CARBURETION: One Holley 500 CFM Two Barrel Part #0-4412-S or HP equivalent. Main metering jets and power valve may be changed for tuning. Choke components may be removed. Accelerator pump discharge nozzles may be changes utilizing straight type only. NO other modifications may be made and all parts are to remain stock. Two throttle

return springs on different mounts mandatory. No grinding, cutting, polishing, acid dipping or modifying of parts. Carburetor subject to “go, no go” gauge test.

CARBURETOR ADAPTER: Adapter plate and gaskets may not exceed 1-1/4” (i.e. the distance from the bottom of the carburetor to the top of the intake manifold where the carburetor sits no taller than 1-1/4” including gaskets). The adapter used is Canton Racing Products part #85-060 with no modifications or equivalent (i.e., Bicknell # BRP376 / Wilson # 044111).

OPTION B: BUILT ENGINE

No interchange of engine between makes (i.e., must be a Ford engine in Ford, Chev in Chev and Dodge to Dodge etc.).

MAKE OF TRUCK	ENGINE	MAXIMUM OVERBORE	MAXIMUM DISPLACEMENT
Chev	350	.045	358 inches
Dodge	360	.045	368 inches
Small block Ford	351	.045	360 inches

A) CYLINDER BLOCK ASSEMBLY (Short Block)

- All engine blocks must be product of the manufacturer of the make for the engine being used in competition. Aftermarket engine blocks will not be permitted.
- The engine block must retain all dimensions with the exception of the maximum allowable over bore and the surfacing of the engine block deck.
- Angle cutting of the engine block will not be permitted.
- Aluminum blocks will not be permitted.
- Only iron cylinder sleeves may be used to repair.
- Must maintain stock lifter bore: Dodge .904 inch, Ford .875 inch, Chevrolet .842 inches.
- Repair sleeving of lifter bores permitted to a maximum of 4.
- Deburring of block permitted. Excessive grinding, lightening, polishing, painting or coating internally, screening or vent stacking is not allowed.
- Crankshaft must be stock OEM-type. Must have factory I.D. numbers that are legible through inspection hole in oil pan (except Chrysler). Only standard magnetic steel or cast-iron production design crankshafts will be permitted. No lightening, knife edging or polishing allowed. Balancing okay.
- Harmonic balancer stock iron elastamer-type only. No aftermarket or aluminum. Must maintain stock dimensions and weight.
- Connecting rods. Stock-type I-Beam rods only of stock length for manufacturer: General Motors 5.7 inches, Ford 5.956 inches, Chrysler 6.125 inches. Must be magnetic steel, iron or powdered metal. No titanium, aluminum, stainless or exotics.
- Must use OE-type insert bearings. No rollers.
- Piston. Stock-type or flat-top three ring pistons with all rings in place. Must use stock pin and mounting (i.e., pressed fit if equipped). Must not protrude through deck.
- Head Gasket. Any composite gasket allowed. **MUST MAINTAIN 9.5-1 COMPRESSION RATIO MAXIMUM.** To be determined by tech officials.

B) CAMSHAFT

- Mandatory flat tappet hydraulic camshafts. Maximum valve lift .500 inch measured at valve with zero lash. No mushroom lifters. No rollers. Must use stock-type timing chain and gears.
- Cams with excessively steep ramping and high overlap will not be allowed.
- Must use manufacturer’s firing order.

C) CARBURETOR

- One Holley 500 CFM Two Barrel Part #0-4412-S or HP equivalent. Main metering jets and power valve may be changed for tuning. Choke components may be removed. Accelerator pump discharge nozzles may be changes utilizing straight type only. NO other modifications may be made. All carburetor parts are to remain stock. (refer to definition of stock) Two throttle return springs mandatory. No grinding, cutting, polishing, acid dipping or modifying of parts. Carburetor subject to “go, no go” gauge test.
- CARBURETOR ADAPTER: Adapter plate and gaskets may not exceed 1-1/4” (i.e. the distance from the bottom of the carburetor to the top of the intake manifold where the carburetor sits no taller than 1-1/4” including gaskets). The adapter used is Canton Racing Products part #85-060 with no modifications. Equivalentents are allowed; refer to tech procedures for approval methods.

D) CYLINDER HEADS

- Only stock O.E.M. cast iron heads allowed. Absolutely no deburring, grinding, acid dipping, acid porting or polishing of intake or exhaust ports allowed.
- Must use 11/32” stem. No undercut valves. No hollow valves. No titanium. No sodium.
- Maximum valve size: General Motors 1.94” intake and 1.50” exhaust, Ford and Chrysler 1.94” intake and 1.60” exhaust
- Ford may use Windsor Jr. 180 #053030 or stock iron heads.
- No GM camelback or angle plug heads. No aluminum heads.
- Must use OE-type valve spring and retainers (i.e., maximum diameter 1.255” for standard spring / 1.310 for beehive spring).
- Stock rockers, push rods and valve train to be used. Guide plates on Ford and GM optional. Shafts mandatory on Chrysler. No aluminum, titanium exotic metals allowed.

E) DISTRIBUTOR

- Stock distributor and stock coil allowed. NO dual points. Electronic ignition may be used if stock unit in that make. Note: Must have MSD Soft Touch Rev Control part # 8728 installed on right-hand side of dash, out of driver’s reach and wiring must not be in a loom, and open for inspection. 6300 rev chip mandatory. (see ignition and electrical) GM-type HEI distributor from DUI optional.

F) INTAKE MANIFOLD

- Chevrolet engines may use Edelbrock part #7101 or #7116. Dodge engines may use Edelbrock part #7176 or Mopar #P4876335 or P5007381. Ford engines may use Edelbrock part #7181. Manifold must remain stock and unaltered. No port matching, grinding, acid dipping or porting.
- Two adjacent intake bolts on each side of manifold must be drilled for sealing.

G) OIL PAN

- **Option 1:** Any O.E.M. factory production oil pan permitted. No altering of stock oil pan permitted. Windage tray may be used. Oil filter must be directly attached to block. Minimum ground clearance must be retained.
- **Option 2:** Aftermarket racing-type kickout oil pan permitted. The oil pan must be wet-sump type and must be manufactured using a production-type pan with only a wet sump reservoir added to the bottom. All bolt holes and bolt hole flanges must be visible. Kickouts will not be permitted between the bolt-on flanges and the top of the added sump. Spacers other than sealing gaskets will not be permitted between the oil pan side rails and the engine block surface. Must be made of magnetic steel only.
- 1-1/4”-inch NPT inspection hole mandatory or oil pan may be subject to removal for inspection. Inspection hole must be located so crank shaft numbers can be inspected.

NOTE: Interpretation of these rules will be solely up to the judgment of the officials in charge of the area in question. DELAWARE SPEEDWAY reserves the right to impound non-complying components with no compensation to the owner(s). Noncompliance with the specifications outlined herein may subject violating teams to disqualification, loss of points and moneys and/or fine.

ALL DECISIONS BY PIT STEWARDS, CHIEF TECHNICAL INSPECTOR OR DELAWARE SPEEDWAY EXECUTIVE COMMITTEE MEMBERS WILL BE FINAL. ALL RULES SUBJECT TO INTERPRETATION BY DELAWARE SPEEDWAY OFFICIALS. RULE BOOKS WILL BE ISSUED TO MEMBERS. ALL EQUIPMENT NOT GOVERNED BY THE AFOREMENTIONED RULES ARE TO BE SUBMITTED TO DELAWARE SPEEDWAY, NOT LESS THAN 30 DAYS PRIOR TO THE DATE OF INTENDED USAGE. NO EQUIPMENT WILL BE CONSIDERED APPROVED BY REASON OF HAVING PASSED THROUGH INSPECTION UNOBSERVED. RULES APPLY TO ALL RACE EVENTS.