

Midwest Truck Tour Rules

By Mike Lemke Updated 01/03/2012

Notes and disclaimers.

For 2013 and beyond it is in the best interest of the Truck Tour to utilize one engine package. This package will be a STOCK 602 Chevy crate engine. We again will use a tube frame chassis as our chassis of choice. Other Trucks are permitted to run but must call for approval. These other trucks may not be eligible for year end point fund, event bonuses or event contingencies.

Anyone purchasing a NEW Chevy Crate Engine (602) must have the engine shipped direct to Redi Engines to be un-crated, and sealed. Dyno'ing or inspection is NOT REQUIRED on new engines in a crate. Redi Engines will also apply the Midwest Truck Tour Seals at that time.

ALL 602 Crate Engines must be purchased from GM Performance Parts Preferred Dealer Gandrud Chevrolet by contacting Chris Slack at 920.371.1051

Repairs may also be done at Redi Engines for minor repairs only and must have the approval of the tech director. At no time may any Truck Tour Seals be removed by any team or owner.

The Guidelines 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 guidelines shall govern the condition of events and participation therein. They are intended as a guide for the conduct of events and are in no way a guarantee against injury or death to a participant, spectator, or official. The Tech Director, or his authorized designate, shall be empowered to permit minor deviation from any of the guidelines and or regulations herein, or impose any further restriction, which, in his or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of the Midwest Tour series officials, whose decisions are final.

RULES

Body Measurements taken with driver in truck.

All bodies will be fiberglass or aluminum. All bodies must be from official approved Supplier. All bodies must be approved Midwest Super Truck styles and must be official approved. Must meet templates.

NO carbon fiber, Kevlar or light weight body panels are allowed. Must meet Five Star Bodies template rules and heights. These bodies must fit the official templates for the Truck Tour. Minor body changes or styles will result in a 25 to 50 pound weight penalty.. At tracks over 3/4 of a mile they may not be able to run. **No additions maybe added to the body or any of it components.**

1997 though Current Chevrolet
1997 though Current Ford
1997 though Current Dodge
1997 though Current Toyota

Nose

79 ½ inch max width

5 inch min height

No other bars in front of nose

Nose must remain stock for type of Truck. Five Star Bodies Preferred.

Roof

56 inch min height

10 inch's back from top center of windshield.

Roof must meet templates.

Windshield

Angle not to be less than 37 degrees measured in the center of windshield

Must be 0.125 lexan

Must have 3 front windshield braces

Rear Window

Must be installed and must be lexan.

Side windows

None Allowed Must have 16 inch min window opening. Max 10" vent window allowed.

Hoods

Must meet body manufacturer templates, Stock appearing body panels only.

Must seal to the wind shield

No hood scopes allowed

No other holes in hood

Hoods with 20x3 holes for air box type trucks maybe used. But not recommended.

Rub Rail

1 inch max painted body color with capped ends and tight to body panels and securely mounted to frame.

Must be neat appearing. Clear rub rails not allowed.

Bumpers

Must be steel and must be behind nose and tail panel. Should run as long as front or rear bumper and be official approved.

Must have tow hooks on front and rear bumpers.

Tail gates

must be complete as shipped from manufacturer and with NO HOLES. Most tail gates will also include rear bumper covers and must remain as shipped.

Rear Spoiler

5 inches X 65 inches and is mandatory

No lips or wicker bills on spoilers

Must remain straight with no curved spoilers

Must have min angle of 75 degree

Must be LEXAN AND CLEAR ONLY

Beds must be covered with sheet metal, aluminum or fiberglass and must open for inspection and filling with fuel. Must have at least a 24 X 18 inch opening for inspection and fuel filling. No though body fillers allowed.

Fenders and quarter panels must be as supplied from body manufacture and must be cut to allow proper wheel openings. Must be official approved. We will work towards a common body rule. You may change noses to Five Star noses with other fenders, hoods and 1/4 panels. Must be official approved and neat appearing.

Minimum ride height on any body panel is 4 inches except for nose.

Interior

Interior sheet metal from the top drive shaft tunnel must remain flat or rise on a plane to passenger window opening with a maximum 4" window ledge.

No 'boxed in' or 'tunneled' driver compartments.

No plastic or composite material may be used inside the driver's compartment.

The driver's compartment must be fully enclosed around the driver.

No shelves or tunnels.

A securely mounted, 1/8 inch steel one piece protective plate wrapping around left side of the drive shaft from floor bottom.

Frames and Suspension

Two types of frames will be used in the Midwest Tour Super Truck Series. One is a tube type chassis and the other is a stock frame chassis. THE TUBULAR FAB STYLE CHASSIS IS THE CHASSIS OF CHOICE AND RECOMMENDED.

Following are the minimum specification requirements for roll cage construction approved for Midwest Tour competition. Midwest Tour Officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting sub-structures. Wall thickness; size and/or diameters are specified where necessary. Frames may be Stock or Fabricated or any combination of both. Main frame rails must be minimum 2"x3" rectangular tubing, with a minimum wall thickness of 0.125 steel."Main frame rails must have an "X" brace between them on the fab style trucks.

Front and rear stubs must be mounted on chassis centerline.

Minimum Frame height is 4" with driver out of the truck.

Wheel base will be 108 minimum and 112 Maximum

Tread width 65 inch maximum with referee at center of spindle.

Call for instructions on STOCK CHASSIS truck frames.

Roll Cage

4 post roll cage required, see Roll Cage Diagram for suggested design.

Main hoop and both A pillar bars must attach to the Main Frame Rails.

4 Curved Door Bars are required on the driver's side, equally spaced from the Main Frame Rail up to the Driver's Shoulder. Two vertical braces between each bar and to the Main Frame Rail are also required.

An 18"x24"x1/8" thick steel plate must be welded to the outside of the Driver's Door Bars.

Passenger Side Door Bars currently "X" bracing is legal but 4 Curved Bars may be required in the future in order to conform to National Rules. Main Hoop, both A pillar bars, Shoulder Bar, Dash Bar, Drivers Door Bars, Passenger Door Bars, Roof Hoop, and Rear Down Tubes must be minimum 1 3/4" diameter 1018 mild steel tubing with a minimum wall thickness of 0.095". 2 Rear Down Tubes must attach to the top of the Main Hoop and to the Rear Stub behind the axle. Front Engine Hoop must attach to the Main Cage near the intersection of the Dash Bar and A pillar bars, and to the Front Stub forward of the axle. Top of cage to bottom of frame minimum 47 1/2 inches, and top of cage must be within 6" of roof panel. Foot bars are required 1 1/2 inch X 0.95 wall Side halo bars must be centered in frame rails. Roof hoop shall be minimum 39 wide and 32 long.

Suspension

Conventionally mounted 5 inch spring suspension or coil over suspension allowed.

Shocks Maximum price \$225.00 Penske 7100 maybe used.

Shocks can be removed and inspected or dyno'd at any race.

Only One (1) shock per wheel. The only part that can be changed is the shims for compression and rebuild. No higher priced pistons allowed then stock.

Shocks must be conventionally mounted

Rear suspension must be solid mounts no rubber bushings. No lift bar, 5th coil, stabilizer bars or no rubber loaded suspension parts.

SPLINE BARS ALLOWED: MAX BAR SIZE 1.44 (1 7/16")

Steel Spindles only.

OEM style or aftermarket calipers allowed. **2012 Price \$200** per caliper.

Floating Hubs allowed.

No Aluminum Upper or Lower Control Arms.

NO Bump Stops on any part of the Front Suspension

Engines

Anyone running an engine other than a 602 will not be eligible for event contingencies, point fund or cash bonuses above and beyond posted purse amounts.

NO BUILT ENGINES allowed in tube chassis' during 2013. Mid Am style chassis may run Mid Am style engines but must use a 4412 carb. ANY 604 REBUILT or STOCK will also run a 4412 2 bbl carb. A ZZ-4 Engine maybe used but will also run a 4412 2 bbl carb. STOCK Chevy 602 engine is the engine of choice in the Midwest Tour.

Engine Location

Engines must be located so that the furthest forward spark plug is no more than 2" behind the front axle centerline. Crankshaft centerline must be 11" minimum to ground front and back of transmission (1/2" tolerance).

GM crate engine p/n 88958602 CCMP crate engine. No modifications allowed. Will be resealed with Truck Tour Seals. Must remain stock as from factory. No alterations allowed except as noted below.

Oil Pan Change Out- Teams have the option to change oil pans on the 602 crate engine to allow for better clearance. The ONLY Pan allowed is the 6.5" CP 106 LTRB. This pan can be purchased direct through or delivered to Engine Builder and MUST ONLY be installed by Engine Builder in order for proper re-sealing of the engine. A minor pick up tube modification is required, please contact RED1 for more info. **The maximum cost of this with labor is -----.**

Call for details on Modifications for the 604 crate engine only. 604 Engines maybe run under the SEAL Engine specs. With a 2bbl carb.

ANY CRATE ENGINE THAT IS REMOVED AND FOUND TO BE OUT OF SPEC, TAMPERED WITH, OR EXCEEDS DYNO SPECIFICATIONS FROM Redi Engines WILL BE CONFISCATED PERMANANTLY BY THE MIDWEST TOUR.

ALL INSPECTION COSTS AND POST TECH DYNO COSTS ARE THE RESPONSIBILITY OF THE TEAM OWNER BEING TECHED. Redi Engines will have a complete list of seals and engine ID numbers and will be on file with Tech Inspector.

Crate motors will be inspected for correct parts, be prepared to remove seal bolts if necessary
Crate motors may be impounded for dyno testing. If power ratings are found out of manufacturer's specifications and tolerances you will be disqualified and your motor will be confiscated. Maximum horse power is -=== on Redi Engines Dyno.

Ignition

2012 MANDATORY CRANE IGNITION RULE FOR 2012

Teams must run the Crane Cams part# 6000-6700, HI-6RC, and the correct matching coil Crane Cams part# 730-0192, PS92N.

Any team not running the Crane Box and correct wiring must have correct plugs for the Crane Testers used by the Midwest Tour.

Mounting on right side of dash required.

Carburetor 602 Engines

Crate Engine - Holley 650HP P/N 80541

Carburetor size may be adjusted at any time to improve competition.

All Carburetors must pass all MTT dimension tool specs.

Standard boosters only and must be tightly mounted.

Safety wiring of boosters recommended.

No vacuum leaks.

Choke horn may be removed. No other visible modifications allowed on or inside the Truck

1" Carburetor Spacer plate allowed. 1 ¼ " including gaskets.

Must use single or multi-bore, straight bore spacer, No tapered spacers.

No turtles or other induction performance enhancing devices.

Two (2) returns spring mandatory.

An over-center throttle stop is recommended. No other systems allowed.

All other engine combinations will use a 4412 2 bbl. carb.

Exhaust

Headers allowed on all engines maximum retail value \$400. A sheet should be on file for header cost with the Midwest Truck Tour. Headers may not be coated and must remain as shipped from supplier.

No custom, homemade headers allowed.

No stainless steel.

Exhaust must exit behind driver and under Truck or through the right side body panels.

No Tri-Y or Merge Collector type exhaust allowed.

Mufflers are mandatory. Maximum of 2 mufflers allowed.

All Trucks must meet Track noise requirements, NO EXCEPTIONS, if the Track says you are too loud you will not race! 95 db max.

KILL SWITCH/ELECTRICAL SYSTEM

On/off battery disconnect switch must be located on center bar as far forward toward the dash as the driver can reach and be easily accessible from either side.

Maximum 12-volt electrical system with one battery only.

Battery must be securely mounted outside the drivers compartment . Battery must be official approved.

No light weight batteries.

All Trucks must be capable of starting under their own power.

Transmission/Clutch/Driveshaft

Any type of transmission may be used. Must be self starting and must have a reverse gear. No drop out or lightened transmissions may be used. 7 ¼ minimum clutch only on all engine combinations. No carbon fiber clutch's allowed. All clutch components must be made of magnetic steel including flywheel. Must use bell housing and must have an opening to check clutch and components. Must use minimum O.D. 2 ½ inch steel drive shaft. Driveshaft must have 2 safety hoops as to ASAMT specs. Clutchless transmissions maybe used with a 50 pound weight penalty.

Weights

2700lbs: ALL 602 Fab Stub Chassis Combinations

2775: All other combinations with 4412 2bbi

57% Left Side Weight All Combinations

Rear Ends

Rear ends must be passenger Truck, light truck (1/2 ton or less) or quick change. Quick change must have minimum ring gear diameter of 10". Iron or steel barriers and housings on passenger Truck and light truck rear ends.

Drive shafts MUST be magnetic steel only, minimum diameter of 2 1/2".

No aluminum or lightweight axle tubes.

No magnesium quick-change rear ends or bells. No titanium or other exotic metal allowed in rear end. All shafts and gears must be magnetic steel.

Rear ends must be locked (recommend spool lock).

No traction control devices or traction compensating differentials.

Full floater rear end is mandatory. All floater parts must be steel with the exception of the drive flange.

No gun drilled axles.

No cambered rear tubes, snouts etc. as to cause rear camber. Max Camber is plus or minus 1 degree.

Radiators

Radiator must be of stock configuration and as close to stock location as possible.

All Trucks must have minimum 18-gauge fan protection covering upper 180 degrees of fan.

Minimum 2 quart overflow container required.

No radiator or fan shrouds protruding through hood.

No cooling system components inside of drivers compartment.

Electric fans allowed.

NO ANTI-FREEZE!!! Fine may result at official's discretion. No exposed cooling over flows must go to catch can. Overflow hoses may not be pointed out side of truck in any manor.

G. Fuel and Fuel Cell

No oxygen bearing or performance enhancing additives may be introduced into the inductions or fuel supply, either at the fuel cell or upstream in the system.

Violations will result in immediate disqualification from the event; forfeiture of owner and driver points, and monies/contingencies earned for the event. A series fuel to be determined will be mandatory at all events. Ethanol (E-85) will be permitted on a test basis only. Fuel cells with rubber bladders fuel cell plates

In all matters pertaining to safety, Truck Owners, Drivers and Crewmembers must review and educate themselves in all safety standards. It is the responsibility of the Truck Owners, Drivers and Crewmembers to install, wear and maintain all safety equipment as specified by manufacturer's instructions. This includes, but is not limited to, helmets, fires suits, racing suits, gloves, shoes, flame-resistant underwear, flame-resistant head sock, head and neck restraint systems, driver's racing seat and safety belts. Any Safety infraction will deem the Truck ineligible for competition until the infraction has been repaired or corrected and the Truck re-inspected. Drivers wearing dental plates or dentures are required to remove them for any hot-track activity

Drivers Seat

All driver seats must be manufactured by a recognized manufacturer of seat and safety equipment, multi-layer aluminum seat and approved by Midwest Tour Officials. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Homemade seats or sprint Truck type seats are not permitted.

Seat construction must be solid aluminum sheet material from the seat bottom to above the driver shoulder area; must be fully padded, with padded pelvis, rib and shoulder supports on both the left and right side. Exception – LaJoie seat where construction is such that rib supports are not required. A head restraint system, manufactured by a recognized manufacturer of seat and safety equipment, is mandatory and subject to ASA Midwest Tour Officials approval. Bolt on systems are approved for competition.

Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area.

Recommendation – a minimum 1/8" (.125-inch) thick steel plate be mounted on the front of backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

Drivers apparel, Seat Belts and H&N

All seat belt and shoulder harness systems must me SFI Specification 16.1, type 1. Y-type shoulder belts are not approved for use. Seat belts and shoulder harness systems must have a production date within three years of the event date. A minimum five-point harness system is mandatory.

Competitors using the (recommended H&N Devices) HANS Device may use a standard three-inch (3") or the Schroth Racing two inch (2") wide should strap. The Schroth Racing should strap system has been specifically designed for use with the HANS Device. Schroth part numbers are Profi III-6FH; Hyb