

2010 Western Speedway Demo Truck Rules

Demo trucks are a class of automobile racing where full sized trucks race around Western Speedways track. As if racing in a beat up old truck isn't enough, these drivers must hit their opponents before they are permitted to pass them. The drivers have found that, just like the demo cars, spinning out their opponents has the added benefit of slowing down everyone who might be following just a bit too close. These top heavy machines are a perfect fit for the drive with no sense of fear..... or maybe common sense. There are plenty of spins and crashes when these weekend warriors hit the asphalt.

Disclaimer

The rules 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 rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules.

No expressed or implied warranty of safety shall result from publications of or compliance with these rules and/or regulations.

These rules and/or regulations are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, official or others.

The Race Director shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that in his/her opinion do not alter the minimum acceptable requirements.

No expressed or implied warranty of safety shall result from such alterations or specification.

Any interpretation of or deviation from these rules is left to the discretion of the officials. Their decision is final.

Driver Eligibility

Any person 16 years of age or older with a valid drivers license may participate. Any person under 18 years of age must have a notarized release signed by a parent or legal guardian; Minor release forms are available from the Western Speedway office or back gate. Western Speedway management reserves the right to make exceptions to eligibility on a "Case by case" basis.

Anyone who is under a doctors care, is receiving Workers Compensation, or is drawing sick benefits from any source must make their condition known and a decision will be made by the track management as to that person's eligibility to drive.

Demo Truck Rules

Point to ponder.... These are the trucks we race.... NOT race trucks.

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Eligible Vehicles

Any full size pickup trucks are allowed. No 4x4 or larger than 3/4 ton trucks. All 4 wheels must have working brakes.

1. PERSONAL PROTECTION:

(A) All Drivers must wear a Snell 95 or newer helmet (Snell 2000 is recommended). Goggles or a face shield must be worn. Neck braces are recommended. Belts cannot be older than 10 years and must have SFI tag on them, so we can tell what year they were made. If no tag, they will be considered too old and must be replaced.

(B) All Drivers MUST wear Proban or Nomex coveralls or a driving suit in good repair.

(C) A properly mounted minimum 3" lap belt, 3" shoulder belts, five-point racing harness will be worn at all times when on the track. Anti-submarine strap is not optional. Shoulder harness should be shoulder harness should be bolted to the roll cage behind driver not the cab. No welded bolts are to be used to secure the harness.

(D) All trucks must have approved safety netting in the driver's window. Window nets must release downward from the inside of the top of the driver's door with a spring or metal seat belt clip mounted inside the car. Minimum 3/8" steel round stock and hose clamps top and bottom.

(E) All vehicles MUST have a charged 1.87 lb (minimum) ABC fire extinguisher accessible in their pit area.

2. ALL combustible material, glass, plastic, ornaments, chrome trim, lights, bulbs, etc, MUST be removed except for the windshield and driver's inner door panel. If door panel is removed the door must be padded.

3. Vehicles must be clear of loose objects such as broken glass, plastic debris, loose bolts and screws, etc.

4. No removal of sheet metal from interior of passenger compartment, except as needed for installation of bars. Front fender wells, inner hood and trunk skins may be removed. Door hinges may not be removed. Rusted floorboards must be patched with equivalent gauge sheet metal. All unnecessary holes in the firewall and floor must be patched with suitable sheet metal.

5. Hood and doors:

- (A) MUST be bolted or chained safely shut. Doors may be welded.
- (B) Hood to be secured with up to 6 hood pins up to 1 inch maximum diameter. Ready rod suggested. Front pins may extend through the rad support. All six pins may be attached to the frame but no gussets or back bracing is permitted. Maximum hood washer size is 6 by 6 inches.
- (C) Inner and outer hood skins may be bolted together with up to eight 3/8" bolts and equivalent washers.
- (D) 2 holes are required in the hood (One above each valve cover) large enough for a fire extinguisher nozzle. Minimum 7" x 10".
- (E) Wheel wells may be bolted together with maximum five 3/8" bolts and equivalent washers cut flush to the nut.
- (F) 1 replacement fender or quarter panel (or equivalent sheet metal) may be added over top of the original damaged panel.
- (G) Tailgates must be complete. Any holes are to be patched with equivalent gauge sheet metal. Tailgates must be bolted or welded on each side.

6. Bumpers:

Front and rear bumpers on all vehicles must have chain, welded or bolted on both sides of the frame horn and then securely welded or bolted to the bumper. Bumper shocks may be welded or bumpers may be pinned (Maximum 1" ready rod maximum 4" past front horn flange) but no pinning is to extend beyond the bumper. Bumpers must stock type car or truck bumpers or checker plate with no extensions. Rear bumpers are optional.

7. Driver and passenger doors must be reinforced with steel bars.

- (A) Chanel iron, box steel or I beam. No angle iron.
- (B) Door bar to be minimum 8 inches high on drivers side, 10" preferred minimum 1/4" thick.
- (C) Door bar to be minimum 6 inches high on passenger side, minimum 1/4" thick.
- (D) Minimum length 5 feet unless this would cause bar to extend into or over the wheel wells. (Bar may not extend into or over the wheel wells.)
- (E) All sharp edges must be blunted. Door bars are to be beveled ends.
- (F) Door bars to be mounted level and on the outside of the truck.
- (G) Door bars to extend minimum 6" in front of the door and no less that 8" into the box.
- (H) You may use 2 bars to obtain 8" only if they are continuously welded together.
- (I) Additional bars may be required by tech for safety.

8. Door bar bolts.

A minimum of four 5/8" bolts with suitable nuts and washers are required to bolt any door bar on. These must be bolted through the entire door/fender/box, not just the door skin.

The front bolt is to go through the front fender and the foot box.

The second bolt is to go through the center of the door.

The third and fourth bolts go through the box and must be bolted through the cross brace.

9. Oil and transmission cooler lines.

Oil and transmission fluid coolers, if used must be mounted to the firewall inside the engine compartment.

Automatic transmission lines must be joined with suitable material and be double clamped.

Oil pressure gauge supply line must be steel, brass or copper only. Plastic lines are not permitted.

10. Radiator must be mounted in the stock location. Expansion tanks and electric fans are optional. All fans must be covered with a Tech approved shroud. Fans may be removed all together. An expanded metal or wire mesh screen may be installed in front of the radiator. Screen may not extend more than 1" beyond the frame horns. 2" x 2" x 1/4" angle iron may be installed along the top of the rad support extending up to 1" short of the fenders. Maximum 2" square or round tubing back braces may be mounted from the rad support to the frame rails, in front of suspension. Reinforcing your frame where the braces connect is not permitted. A halo may be installed maximum 2" angle iron from rad support along top of fenders and along firewall. Cannot be connected to frame in any way. Gussets may be installed in corners only.

11. Engine, transmission and engine compartment must be cleaned.

12. Drivers seat:

Drivers seat must be a high bucket without removable headrest or a tech approved racing seat. It must be securely bolted to the floor and fastened to the driver's upright or roll cage.

13. Box:

All trucks must have a cross brace at the front of the box, bolted through both outside door bars by interior flanges. 2" x 2" x 1/8" Angle iron may be used around the top inside edge of the box. To be mounted with a minimum of sixteen bolts (four bolts front, rear and sides respectively) or a minimum of forty inches of weld (10" front, rear and sides respectively). Box may be covered with thoroughly secured sheet metal, maximum 3/4 of box. Any weight added to the box must be minimum 10" in from the side (Pre damage measurement) and securely fastened down. Box may be secured to the frame with up to ten maximum 1/2" bolts and suitable washers (5 per frame rail).

14. Roll cage.

(A) A full six-point cage is preferred with all associated door bars and cross bracing. All welds must be proper and cages must be approved by Head Tech. All cage bolts will be a minimum 1/2" bolts with suitable nuts and washers. All cage pipes will be a minimum of 2" outside diameter steel pipe, 3/16" minimum wall thickness. All pipes that are joined will be welded.

(B) Four contact points are required on the floor in the cab and 2 through the box. The four in the cab must be welded to a minimum 6" x 6" plate on the bottom of each corner of the cab, with three 1/2" (minimum) bolts per plate through the body, (gussets to the frame are preferred). The top of the uprights in the cab must be connected with pipe (Halo). The two points in the box must be welded to the frame, equal to or in front of the rear end. (Approx. 45 degree angle). Minimum two 1/2" bolts per flange with suitable nuts and washers.

(C) Anywhere that may contact the driver must be adequately padded.

(D) A Tech approved four-point roll cage is permitted. Door bars must be bolted to the four-point roll cage.

4 point roll cage:

(i) Minimum four-point cage is mandatory. All welds must be proper and cages must be approved by Head Tech. All cage bolts will be a minimum 1/2" bolts with suitable nuts and washers. All cage pipes will be a minimum of 2" outside diameter steel pipe, 3/16" minimum wall thickness. Drivers side upright to be minimum 3" x 3/16". All pipes that are joined will be welded.

(ii) Must have two uprights welded together with one cross pipe. One upright will be directly behind the driver's seat and the other upright will be in the passenger seat area. The cross pipe needs to be level and a maximum of 4" from the roof. Uprights must be flanged and bolted to the floor and the roof with a minimum 6" x 6" x 3/16" steel plate. A minimum of 3 bolts per flange with suitable nuts and washers is required.

(iii) Both uprights must be back braced by steel pipe, welded to the frame, equal to or in front of the rear end at approximately 45 degree angles.

(iv) A cross brace must be installed from the driver's side to the passenger's side behind the driver's upright. This cross brace must be flanged and bolted through both door bars. Flanges are to contact both doorposts. Minimum two 5/8" bolts with suitable nuts and washers on each flange.

(v) A dash bar must be installed from the driver's doorpost to the passenger's doorpost, above the steering column. This dash bar must be flanged and bolted on both ends with a minimum 5/8" bolts with suitable nuts and washers.

The steering column must be chained securely to the dash bar.

(vi) Anywhere that may contact the driver must be adequately padded.

Note A four point cage drastically reduces leg room for the driver in two door trucks and is not recommended.

15. Windshields.

(A) Stock windshield in good repair is preferred. Lexan replacement or maximum 1" expanded metal or 1" wire mesh replacement allowed.

Securely mounted replacement must extend from the driver's side window upright post, past the passenger side support bar. No open faced helmets permitted if using replacement windshields.

(B) Two minimum 1/8" x 2" steel bars must be bolted vertically approximately 8" in from the driver's post and 1/3 of the way in from the passenger post on the outside of the windshield.

16. Gas tank:

(A) Stock gas tanks MUST be removed. Approved gas tank is an approved fuel cell or a metal boat tank.

(B) Gas tanks must be securely mounted in the center at foremost front of the box with a minimum 1/8" x 2" band of iron placed through the handle across the top and bolted to the floor of the box. Rubber must be placed between the strap and the tank. Tanks must not move. An angle iron base frame is mandatory and must not reinforce any other part of the vehicle.

(C) All fittings must extend from the top of the metal boat tank. If fuel lines run through the cab they must run continuously inside a garden hose, or hose of similar protection for the whole length of the interior.

(D) Any vehicle with an electric fuel pump will have a capital "E" beside their number on the sign. A battery shut off switch must be mounted to the driver's side upright and be readily accessible to the safety crew, in the event an emergency shut off is required.

(E) Gas tank must be easily accessible for Tech inspection.

(F) The tank must be sealed in a metal splash shield.

17. Vehicles equipped with a power steering box must have operating power steering at all times.

18. Rear ends can be changed between corporation to corporation. Locked rear ends are allowed.

19. Batteries must be securely mounted in a metal or wood battery box (recommended) or a marine battery box in good repair, with sufficient padding inside and bolted solid with 4- 1/2" bolts inside the cab or front of the box, within the frame rails. The battery box must be securely fastened to the floor.

20. You may run any carb and any intake manifold, no highrise intakes allowed and an adapter plate is permitted if needed but no highrisers or wooden adapters allowed. See head tech in regard to fuel injection. A carburetor, Fuel Injection air cleaner or suitable flame arrester is required, but this may not extend through the hood.

21. Any diameter, maximum 8" wide rim with unlimited size DOT street tires. No racing tires, McCreary's, etc. No Stock or Old Timer car tires allowed. Tech has no way to ensure that the new tread compound meets DOT requirements. All wheel studs, lug nuts and stud seats are to be in good condition. Front right wheel must be a reinforced type rim (1/4" White spoke or heavier). No home fabricated or redrilled wheels are permitted. No unilug or split rims are permitted. Extra wide lug nuts are encouraged to prevent nuts from pulling through the wheels.

22. Frames may not be reinforced. Equivalent gauge steel may be used to repair broken frames. If body mount bolts are removed the bolt must remain stock (7/16). Additional support for frame horns is permitted. This must be Tech approved. No excessive plating allowed.

23. Drive shaft hoops are mandatory. Hoops MUST be located approximately 12" back from the front end of the drive shaft. Hoop helps prevent a broken drive shaft from digging into the track.

24. Suspension:

(A) Changing of rear springs corporation to corporation is allowed, but must be stock and unaltered.

(B) OEM or equivalent shocks only. No air, coil over or cargo coil shocks. Shocks are to be mounted in stock location only.

- (C) Rear ends may be changed between corporations and locked rear ends are permitted.
- (D) Stock sway bars may be preloaded or heated. Sway bars may be attached to "A" arms.
- (E) Motors may be set back but not through the stock firewall.
- (F) Minimum height from ground level to bottom of frame is 4".
- (G) Tie rods may be reinforced.

25. Exhaust pipes are to extend 24" past the driver's seat if run beneath the car. Exhaust pipes extending out of the hood are to be muffled. No open headers. Mufflers or some sort of silencer mandatory.

26. Roof signs:

- (A) Must be securely mounted on the roof of the vehicle.
- (B) One, Two digit numbers only. In the event of a transponder system failure the numbers will be scored visually.
- (C) Be as creative as you like but remember what was said in point (B).
- (D) Numbers should be a minimum 14" high, 2" thick and 7" wide. And be of contrasting colors from the roof sign itself. All trucks must have a number on both sides of the roof sign.

27. All trucks will be subject to a Tech and safety inspection. If your vehicle fails tech inspection any shortcomings will be explained fully allowing you an opportunity to expedite repairs. In some cases, if repairs can't be made, your vehicle may not race.

28. No dynamiting of brakes allowed.

29. All passes require you to hit the truck you are passing. Intentional passing without hitting, except in trophy dash where hitting is NOT allowed, will result in loss of position at the finish or disqualification from the event.

30. Hit to pass, not hit to destroy. There are already too few trucks so have fun but don't wreck other trucks intentionally. Malicious hitting will result in loss of all points and prizes and 2 race suspension. If you want big "Destroyer" hits enter a total destruction.

Demo Truck Racing Points Schedule

Any Truck which times in will earn 10 points.

Heats will be lined up as per qualifying order (slow/fast heats).

Slow Heat will receive 15 points for 1st, 14 for 2nd, 13 for 3rd and so on.

Fast Heat will receive 20 points for 1st, 19 for 2nd, 18 for 3rd and so on.

Main will receive 50 points for 1st, 48 for 2nd, 46 for 3rd and so on.