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TRUCK CONSTRUCTION RULES

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Section 1 Roll Cage Specs and Construction Rules

1. FINDING OR BUILDING A ROLL CAGE
 - 1.1. Three Ways to Get a Roll Cage
 - 1.1.a. Best advice, *use a professional cage builder/installer*. Shop around because this can cost a butt-load or be ridiculously cheap...and price isn't always associated with quality. Be sure they know the ESCORRT cage specifications too.
 - 1.1.b. *Buy a Pre-Made Kit*. BE SURE OF WHAT YOU ARE BUYING THOUGH! You will need a fully-welded cage kit for serious racing. "Drag Cages" or "Street Cages" won't cut the mustard for the BajaHa 1000.
 - 1.1.c. *Buy a Tubing Kit*. Here you buy the pre-cut raw tubes, but need to know enough of what you are doing to bend, weld and grind them to what you need.
 - 1.1.d. Poorly built/installed, inadequately fitted or badly engineered cages will NOT compete.
 - 1.2. Tube Types
 - 1.2.a. Must use purpose-built roll bar tubing (muffler pipe, water pipe and electrical conduit are not acceptable). Seamless, drawn-over mandrel (DOM) mild steel roll bar tubing is highly recommended. Seamed mild steel roll bar (ERW) tubing is a cheaper but less robust alternative. For the additional safety, the extra cost of DOM tubing is well worth it.
 - 1.2.b. Minimum tube sizing – outside diameter of 1.75" and wall thickness of .120":
 - 1.2.c. Additional tubing beyond the minimum requirements may be added and does not have to be 1.75" x .120". We recommend a minimum cage tubing of 1.50" x .120" or 1.75" x .095
 - 1.3. Cage Design
 - 1.3.a. It should follow the cab's original contours and contain as few bends as possible since straight tubes are the strongest. A single, continuous piece of tubing (bent as needed) should be used for major cage elements – don't splice short pieces of tubing together as a short cut. All load-bearing members should be made of a single, continuous tube.
 - 1.3.b. Minimum cage requirements are:
 - 1.3.b.1 Full front and rear hoop braced to each other with two straight tubes running as close to the roof's edges as possible (halo type and side/downbar type are acceptable)
 - 1.3.b.2 Three driver-side door bars, two passenger-side door bars, X-design is acceptable (See Appendix A)
 - 1.3.b.3 Proper shoulder-harness mounts located between zero to 15-degrees lower than the harness' seat-entry point
 - 1.3.b.4 One main-hoop diagonal - appropriate main-hoop backstays with no bends, located as close to 45-degrees from horizontal as possible
 - 1.3.b.5 Proper reinforcement spreader plates and gussets



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- 1.3.b.6 Complete, deep and clean 360-degree welds at all joints – including truck-to-cage joints
- 1.3.b.7 All tubing that could come in contact with a driver (head, knees, elbows, etc.) must be padded with high-density, purpose-built roll-bar padding
- 1.3.c. The basic cage requires at least 6 major mounting points to the truck:
 - 1.3.c.1 2 where the front hoop meets the truck
 - 1.3.c.2 2 where the main hoop meets the truck
 - 1.3.c.3 2 where the main hoop backstays meet the truck (2 straight reinforcing tubes connecting to the main hoop to stout mounting points at the rear)
- 1.3.d. *Door Bars* – A minimum of 3 horizontal door bars are required on the driver's side and 2 on the passenger side. They run between front and rear hoops to protect against side impacts, but still allow for easy entry/exit for drivers. Additional vertical reinforcing bars connecting the horizontal door bars and/or the door bars to the rocker for added strength are suggested.
- 1.3.e. *Shoulder-Harness Anchors* - the best place to anchor the shoulder straps is to a horizontal harness-mounting bar behind the driver. The anchors must be even with or no more than 15-degrees below the point-of-seat entry.
- 1.3.f. *Main Hoop Diagonal Support* - run one straight diagonal support tube from the driver's side top corner of the main hoop to the passenger's side bottom cage mounting pad at as close to a 45-degree angle as possible. If it intersects with the harness bar either cut the diagonal support bar into 2 pieces or cut the harness bar in two sections to deal with the intersection. No matter which bar is cut in two sections, it should still form a very straight, clean line.
- 1.3.g. *Reinforcements* - All spreader plates must be made of mild steel, at least 24 square inches and .125" thick. Spreader plates, backing panels, gussets and other reinforcing elements must reinforce all attachment points so in the case of a crash, the cage will not punch-through, tear, distort or disrupt the attachment point.
- 1.3.h. Tube bends should show no crimping, crushing, stretching, narrowing or other abnormalities
- 1.3.i. Don't crowd your driver's space with the cage bars. Helmets should have at least 2-inches clearance from the top of the cage
- 1.3.j. Driver's should be able to get in and out quickly. Practice this before the event.
- 1.3.k. Separate structures to protect fuel tanks cannot be attached to the roll cage and cannot allow rear-impact loads to be transferred to the roll cage.



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Section 2 Seat Specs

2. SEATS

2.1. Seat Types

2.1.a. All race vehicles must use seats that are one-piece, purpose-built for racing with properly located, factory-provided harness holes.

2.1.b. NO STOCK SEATS!

2.1.c. NO seats of molded plastic ABS or similar material.

2.2. Location, Restraints and Mounting

2.2.a Seats must remain in stock location, though it is MANDATORY to install additional bracing to securely mount and reinforce it to the vehicle's frame to avoid separation during a crash and seatbacks restrained from rearward failure.

2.2.a.1 Check for loose hardware, flimsy floorpans, damaged bolt holes, weak sliders or any other elements that move about that would cause the seat to not be securely mounted. If the seat is not mounted securely...you don't get to race.

2.2.a.2 All seats, including those on adjustable tracks (though it is recommended to try to eliminate these), MUST show minimal looseness and no lateral or vertical freeplay movement.

2.2.b. Head and neck restraints designed and installed to prevent whiplash are mandatory.

2.2.b.1 Restraints must be a headrest of at least 2-inch thick padding, 36 square inches in area

2.2.b.2 They must be strong enough to withstand major impacts from any angle without any bending

2.2.c. Seats must be prevented from failing backward

2.2.c.1 Permanently attached seatback braces are highly recommended, but must always be appropriate for the seat type – the plate where the seatback meets the brace must encompass the seat's main structural elements, and be large enough not to push through the seat or concentrate loads on a driver in an accident. You might have to create your own larger, custom-shaped plate as the plates sold with commercial braces are usually too small

2.2.c.2 If seats without seatbacks braces are used, a strong seat-width retaining (or harness) bar must be located within 6-inches of the seatback.



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Section 3 Driver Harness & Belt Specs

3. DRIVER HARNESES & BELTS

3.1. Harness types

3.1.a. 5-point harness is a minimum requirement

3.1.a.1 2 lap belts, 2 shoulder harnesses, and 1 crotch ("antisubmarine") strap

3.1.b. 6-point harness is recommended

3.1.b.1 2 lap belts, 2 shoulder harnesses, and 2 thigh ("antisubmarine") straps

3.1.c. Shoulder Harnesses

3.1.c.1 Single Y-point shoulder harnesses are NOT allowed

3.1.c.2 When seen from above, the shoulder harnesses should be closer at the mounting points than at the seat-entry point

3.1.c.3 2-inch HANS-type shoulder belts can be used ONLY if ALL drivers use HANS-type devices

3.1.d. Lap Belts

3.1.d.1 Must be no less than 3-inches wide

3.1.d.2 Seat belts and shoulder harnesses must connect at the lap belt with a quick release buckle

3.1.d.3 Both ends must fasten to the roll bar cage. Bolt-in style belts must be fastened with high-quality graded bolts no less than .375". Clip-in belts must be cotter pinned or safety wired.

3.1.e. Sternum straps are NOT allowed

3.2. SFI or FIA rating and dating

3.2.a. Must be certified to SFI specs 16.1 or 16.5

3.2.b. Dated within 5 years of the race

3.2.c. Tags and expiration dates must be attached

3.2.c.1 SFI have punchout tags showing the manufacture date

3.2.c.2 FIA belts have expiration dates

3.3. Harness Mounting

3.3.a. To sheet metal – 3-inch steel plates or competition-grade (2.5-inch or larger) load washers with competition-grade hardware or Grade 8 or better fasteners load are required

3.3.b. Antisubmarine straps should be mounted vertically or behind, NEVER ahead, of the belt buckle.

3.3.b.1 Should be mounted as close to the driver as possible (yes, close to the private parts)

3.3.b.2 This may require a hole cut in the seat, but make sure the belt doesn't fray on a seat spring

3.3.b.3 Use steel plates or 3-inch load washers with Grade 8 or better fasteners to mount to the floor

3.3.c. Lap belt mounting recommended angle of 45-degrees (between driver's hip and floor)



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- 3.3.c.1 Keep the distance from the hip to the mounting point as short as possible
- 3.3.c.2 Lap belt angle should NEVER exceed 60-degrees
- 3.3.d. Shoulder harness mounting must be between 0-15 degrees below the seat-entry point
 - 3.3.d.1 Keep the distance to a minimum between the seat and anchors (so it doesn't stretch)
 - 3.3.d.2 Shoulder harness mounts should NEVER be above the seat-entry point
 - 3.3.d.3 Ideal mounting spot is a harness bar – a horizontal cage tube bar running from the driver's side main hoop to the passenger sider main hoop at the proper height to the seat-entry point. This bar is made of the same tubing as the roll cage. Pre-fab cages should have one.
- 3.4. Proper Harness Wear
 - 3.4.a. First, tighten the lap belt; Second, tighten the shoulder harnesses; Third, tighten the antisubmarine straps. This is a TWO-man job. You can't do this properly by yourself.
 - 3.4.b. Belts must be properly threaded with at least a 4-inch tail
 - 3.4.c. Snug-sliders moved as close to mounting plate or harness bar as possible
 - 3.4.d. If the belts are passing through narrower hardware (i.e. a 3-inch belt through a 2-inch mounting plate), they should be neatly and evenly folded
 - 3.4.e. BEFORE the race - all drivers need to be sure they can reach all the controls and switches, fire extinguisher and main kill switch

Section 4 Chassis & Body Component Specs

4. CHASSIS & BODY COMPONENTS

- 4.1. Wheelbase
 - 4.1.a. Must remain remain stock OEM original length
- 4.2. Frame
 - 4.2.a. Complete, unaltered stock OEM frames and cross members are required – no narrowing or lengthening. Yes, you can remove unused brackets.
 - 4.2.b. Truck bed floors must be intact
 - 4.2.c. You can reinforce the frame by adding material. In fact, you should.
- 4.3. Body Elements
 - 4.3.a. Original body shape must remain, and reinforcements can and probably should be added – see "Roll Cage" sections 4.1-4.3
 - 4.3.b. Body lift kits up to 3-inches MAX are allowed – riser blocks in the rear of the truck MUST be solid material
 - 4.3.c. Tailgates are optional. If used, must be welded or bolted shut.
 - 4.3.d. Hood, grill, and bed-sides must be stock and have strong fasteners holding them in place.
 - 4.3.e. Structural elements (i.e. nerf bars, wheel-protection cages, or crash bars) that go past the original bodywork are NOT allowed.



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- 4.3.f Bumpers and nerf bars must have looped ends and be designed in a way to inhibit vehicles from becoming locked together. Bumpers cannot protrude past the outside of the tires when viewed from the front or back. Nerf Bars cannot extend past the widest portion of the body and must be attached to the frame.
- 4.3.g Rear bumpers must be secured to the frame with 1.5" tubing to protect the fuel cell from impact
- 4.3.h Front bumpers are required, but cannot be more than 12-inches in front of the hood.
- 4.3.i Doors must remain as made by the manufacturer. Outside handles, interior material (regulators, windows, window tracks, etc.) must be removed to make space for the roll cage. The doors must be welded or bolted shut.
- 4.3.j Anything loose in the cockpit **MUST** be removed. Loose wiring, hoses and cables must be secured. Carpet, insulation and anything flammable **MUST** be removed. Plastics should be stripped out if practical. Unused tabs and brackets can be removed too.
 - 4.3.j.1 Any fuel, oil or coolant lines running through the driver's compartment must be encased in heavy-duty conduit, durable steel, aluminum pipe, or strong metal plate. Good condition OE metal lines are ok, but encasement is still a good idea.
- 4.3.k Aftermarket analog and electrical gauges can replace the removed stock dash. No Electronic dashes allowed.
- 4.3.l Fenders are mandatory and NO bending or flaring allowed. They must be bolted on. Inner front fenders/skirts may be removed.
- 4.3.m If the truck has a sunroof, it **MUST** be covered by a firmly attached original sunroof panel, a fabricated metal panel secured and fixed in place, or a securely fixed roof net made of SFI-approved window net. NO chicken wire or screen-door mesh
- 4.3.n Tow-strap locations must be selected (or added) at good, strong places in the front and rear of the truck. They must be **CLEARLY** marked with the "TOW" arrow sticker.
 - 4.3.n.1 Minimum 2-inch diameter opening, but a 3-inch opening is recommended (most tow hooks are 2-2.5 inches, so if the strap doesn't fit, it's your bad)
 - 4.3.n.2 If not on front/rear bumper, then put on the upper-left hand corner of the roll cage
- 4.4. Glass, Headlights, Taillights and Mirrors
 - 4.4.a All stock glass must be removed. A rock guard covering the driver's half of the windshield opening is mandatory. A rock guard covering the entire windshield opening is optional, but probably a wise choice. Rock guards must have a minimum .125" rod and a maximum 1.5-inch square opening welded at each intersection.
 - 4.4.b Headlights, taillights and side markers must be removed. Details about lights for night racing will be posted as needed for events.
 - 4.4.c Brakes lights **MUST** work and be located where a slight rear-impact will not brake or obscure it. Stock brake lights with clear tape are allowed.
 - 4.4.d All glass mirrors must be covered with clear packing tape or tear-off material



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- 4.5. Side Window Nets
 - 4.5.a Certified to SFI spec 27.1 and have the manufacturer label attached
 - 4.5.a.1 Honeycomb-mesh or ribbon-style window nets are allowed
 - 4.5.a.2 Ribbon-style nets should be made of 1-inch nylon with a maximum 1.75-inch square opening
 - 4.5.b Net must cover the entire window with no more than 3-inches of access to the driver
 - 4.5.c Window net mounts should be welded to the roll cage. NO Spring-type mounting.
 - 4.5.d The rods should be a minimum of .5" solid steel and go 1-inch the upper rear mount tab. Rods on top and bottom are required.
 - 4.5.e The window net should fit tightly and be secured with a safety belt-type latch (part# Jaz-90803, Crow-11325, Mastercraft-11325). Push-button latches, and Velcro are NOT allowed. The latch MUST be located at the front-top of the window
 - 4.5.f Drivers...practice getting in and out with the window net BEFORE the race!
- 4.6. Firewall
 - 4.6.a Must be metal OEM firewall
 - 4.6.b It is to separate the engine and fuel source from the driver compartment – so FRONT and REAR firewalls are required.
 - 4.6.c Gaps or holes under 2-inches in diameter MUST be sealed with a metal plate or OE-type grommet. We don't want to be able to see through any part of the firewall.
 - 4.6.d Holes over 2-inches MUST be closed and sealed with a metal plate that is bolted, welded or riveted in place
 - 4.6.e Engine and air cleaner must be covered with a metal OEM/replacement hood. Any air cleaner opening must face away from the driver



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Section 5 Fire Protection

5. FIRE PROTECTION

- 5.1. Extinguisher Types Allowed
 - 5.1.a. Each truck must have a 2.5 lbs or larger (5 lbs is recommended) fire extinguisher
 - 5.1.b. Must be fully charged Purple K, Type 10B:C, or Type A:B:C extinguisher
- 5.2. Extinguisher Mounting and Marking
 - 5.2.a. It must be easily reached by the strapped-in driver
 - 5.2.b. Secured via a proper, purpose-made, all-metal quick-release bracket
 - 5.2.b.1 No sheetmetal or self-tapping screws can be used for mounting.
 - 5.2.c. MUST be marked by a circle "E" decal.

Section 6 Truck Systems

6. TRUCK SYSTEMS

- 6.1. Fuel Cells (ATL and FuelSafe)
 - 6.1.a Must have a current FIA certificate
 - 6.1.b Each truck must use a commercially made, purpose-built fuel cell and mount it in the center of the truckbed and behind the rear axel
 - 6.1.b.1 Mounted with at least 1-inch by .25-inch thick flat steel bar stock and a minimum .375-inch diameter and Grade 8 or better fasteners.
 - 6.1.b.2 Have a minimum of 3 straps holding the cell in the truck
 - 6.1.c It must have a deformable, puncture-resistant bladder encased in a metal housing
 - 6.1.c.1 The housing must be made of steel or aluminum at least 16-gauge
 - 6.1.c.2 With fuel-resistant, anti-splash foam
 - 6.1.d There must be a .125-inch skid plate protecting the bottom of the fuel cell
 - 6.1.e The fuel cell vent must be routed to keep fuel from escaping if the truck rolls
 - 6.1.f Fuel lines must be routed away from any moving objects and the exhaust
 - 6.1.g If there is a fuel leak you will automatically be removed from the track and instructed to fix it before going back out. If the fuel leak happens again your weekend is over. NO TOLERANCE!
 - 6.1.h Maximum capacity of 24 gallons. Only ONE fuel cell allowed per truck.
 - 6.1.i Proper race-quality vents, valves, threaded fittings, hose-types and other safety features MUST be used with the fuel cell
 - 6.1.i.1 When you install a fuel cell, take out the OE fuel tank first! (Given that there was this great idea to install the OE fuel tank in the cab of trucks at one point in history, you should have removed the damn thing before you installed the cage.)
 - 6.1.i.2 Fill plates with caps ONLY. NO filler systems with metal or nylon reinforced fuel filler tubing.
 - 6.1.i.3 Cheap/poorly installed fuel cells are less safe than OE fuel tanks...do it right!



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- 6.2. Kill Switch
 - 6.2.a Kill switch means ALL ELECTRICITY IS SHUT OFF. (this means ignition AND battery) in other words, the truck engine and all lights and other electrical accessories are off when kill switch is engaged.
 - 6.2.b MUST be a race-type master electrical kill switch easily turned on and off by the belted in driver
 - 6.2.c MUST be red and marked with a Lightning Bolt sticker, with the "OFF" position clearly indicated
 - 6.2.d MUST be easily accessible from the outside of the truck. Placed on the left-hand side of the dash panel is probably best.
 - 6.2.e Located where it won't likely get hit in traffic or crunched in an accident
- 6.3. Gas Pedals
 - 6.3.a. Gas pedals should have a toe hook – should it get stuck, the driver can pull it off the throttle
- 6.4. Electrical Systems
 - 6.4.a Batteries
 - 6.4.a.1 Wetted fiber or gel cell batteries only
 - 6.4.a.2 No lead acid batteries allowed
 - 6.4.a.3 The battery can be relocated, No batteries inside the cab though
 - 6.4.a.4 MUST have master on/off switch wired to the battery cutting off ALL electrical power and engine (See Kill Switch section)
 - 6.4.a.5 All Positive ("hot") terminals MUST be in a sealed battery box or covered with insulating material –including the positive terminal of the Kill Switch
 - 6.4.a.6 If left in stock location, additional reinforcement is necessary. No zip ties, bungee cords, duct tape, etc. It MUST be secure.
 - 6.4.b Ignition
 - 6.4.b.1 Aftermarket wires and spark plugs are allowed
 - 6.4.b.2 Working stock OEM alternator for the truck's make/model is required
 - 6.4.c Lights
 - 6.4.c.1 No flashing lights or sirens – anything that will get you confused with emergency vehicles will get you sent home.
 - 6.4.d Terminals
 - 6.4.d.1 All "hot" terminals on batteries, kill switches and other exposed points must be insulated with rubber terminal covers and/or wrapped in electrical tape. NO DUCT TAPE!
- 6.5. Engine
 - 6.5.a. The engine must be STOCK OEM production/rebuild for year, make, model of truck
 - 6.5.a.1 Stock location must be retained
 - 6.5.b. Engine Components
 - 6.5.b.1 All internal engine components must be stock OEM or OE style replacement



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- 6.5.b.2 Must have a working alternator
- 6.5.b.3 Ancillaries and brackets for comfort items (A/C and heating) or emissions can be removed
- 6.5.b.4 Intake manifold, carburetor, throttle body, and head(s) must stay STOCK in shape, size and configuration – NO porting or modifications allowed.
- 6.5.b.5 Any air cleaner may be used, but NO cutting of the hood for clearance.
- 6.5.b.6 Dip sticks must be secured with a positive locking or secured method. Showing up with your brother in handcuffs doesn't count.
- 6.5.b.7 Yes, aftermarket valve covers and oil pans are allowed. The chrome ones look cool! Just remember you will be penalized for a truck that costs over \$1000.
- 6.5.c. Fuel, Fluids and Oil Systems
 - 6.5.c.1 MUST run pump gas, max 91 octane – NO race fuel, oxygenates, additives, or nitrous allowed!!!
 - 6.5.c.2 Fuel system (excluding fuel cell) must remain STOCK OEM design
 - 6.5.c.3 Aftermarket carburetors, throttle bodies, and fuel injectors are allowed – must be OE style replacement
 - 6.5.c.4 If the truck has an electric fuel pump, it must have power to the fuel pump routed through an AC Delco low-oil pressure switch (AC Delco #25036938) so the fuel pump shuts off if the engine stops.
 - 6.5.c.5 Coolant is WATER ONLY – no antifreeze, anti-boil, water-wetter, pee, etc.
 - 6.5.c.6 A functional coolant catch tack is MANDATORY for the truck; the driver should probably wear a diaper.
 - 6.5.c.7 The radiator may be replaced, but must remain in stock location. Electric fans are allowed.
 - 6.5.c.8 Oil system must remain STOCK OEM design, no dry sumps
 - 6.5.c.9 External oil cooler CAN be added and must be located outside the cab and between the frame rails
- 6.5.d. Any fuel, oil or coolant lines running through the cockpit must be encased in heavy-duty Flex-conduit, durable steel, steel-braided lines, aluminum pipe, or strong metal plate. Good condition OE metal lines are ok, but encasement is still a good idea – aluminum tape is NOT ALLOWED.
- 6.6. Transmission
 - 6.6.a Keep it STOCK!!! Yes, it is really that simple.
 - 6.6.b External trans cooler CAN be added and must be located outside the cab and between the frame rails
 - 6.6.c To keep your legs from being chopped off by a broken flywheel, we require putting a ¼-inch thick steel bell housing shield for manual trucks and a transmission shield or blanket on automatic trucks. These must cover the top 180-degrees of the bell housing or main casing.



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- 6.7. Exhaust
 - 6.7.a Exhaust systems are OPEN so our trashy trucks at least sound cool – any headers may be used. Just remember you will be penalized for a truck that costs over \$1000.
 - 6.7.b Must be designed to 1) avoid heating the fuel tank or fuel-system components, 2) avoid exhaust from going into the driver’s compartment, and 3) falling off
 - 6.7.c NO exhaust leaks during the race – all joints must be properly slip-jointed, bolted or welded
 - 6.7.d Smog equipment MAY be removed, but the exhaust MUST run through at least one working muffler utilizing TWO professional-quality flexible exhaust hangers (no bailing wire or plumber’s tape). See the rule above about not “falling off”.

Section 7 Truck Movement Systems

7. TRUCK MOVEMENT SYSTEMS

- 7.1. Suspension
 - 7.1.a Front and Rear suspension MUST maintain the STOCK OEM configuration as originally produced and the spring systems must maintain the original concept.
 - 7.1.a.1 Components and mounting points stay in the stock locations
 - 7.1.a.2 Components and mounting points can be strengthened or gusseted as needed
 - 7.1.a.3 Lowering blocks may be used in the rear
 - 7.1.b Secondary suspension is PROHIBITED
 - 7.1.c All components must be stock or OE type replacement with original mounting methods
 - 7.1.c.1 Limit straps are ALLOWED
 - 7.1.c.2 Bushings can be replaced with ONLY rubber or polyurethane
 - 7.1.c.3 Upper ball joints on A-arm trucks can be replaced with a uni-ball or aftermarket ball joint.
 - 7.1.d Shocks
 - 7.1.d.1 One shock per wheel
 - 7.1.d.2 Any commercially available non take-apart shock is allowed
 - 7.1.d.3 No bypass, internal or external shocks
 - 7.1.d.4 No electronic, position sensitive, or pre 1990’s style F1 shocks.
 - 7.1.d.5 No custom made shocks
- 7.2. Tires
 - 7.2.a. MUST be DOT and available to the general public through normal dealer distribution. No racing tires, period.
 - 7.2.b. MAX diameter is 33-inches
 - 7.2.c. NO inner liners
- 7.3. Wheels
 - 7.3.a MUST be in good repair and made of either steel or aluminum



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- 7.3.b NO wheel covers
- 7.3.c Hub caps MUST be removed
- 7.3.d Beadlock wheels are ALLOWED
- 7.4. Steering
 - 7.4.a Steering MUST be in stock location and components in safe working order
 - 7.4.b Box mounting should be reinforced
 - 7.4.c ALL airbags MUST be disarmed and removed – at tech open the airbag housings for inspection
 - 7.4.d Steering wheel lock devices MUST be removed/disabled
 - 7.4.e Quick-disconnect steering wheels are allowed and RECOMMENDED
 - 7.4.f Drive Shaft
 - 7.4.h.1 Drive shaft loop(s) MUST be utilized to retain drive shaft(s)
 - 7.4.h.2 Drive shaft(s) MUST be painted white AND have the vehicle's number on it
 - 7.4.h.3 A 4-wheel drive truck probably wont help you much, but if you decide to run one, please adhere to the rules above for both the drive shafts. OR disconnect the 4-wheel-drive and remove the front drive shaft.
- 7.5. Brakes
 - 7.5.a. NO steering or turning brakes
 - 7.5.b Drum brakes CAN be converted to disc brakes using factory components and ONLY Steel rotors and calipers



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Section 8 Misc Truck Construction Rules

8. MISC TRUCK CONSTRUCTION RULES

8.1 AMB Transponder Systems

8.1.a BUY one or USE one you already have

8.1.a.1 Most cost close to \$500

8.1.a.2 Put your transponder number on your registration form so we know you do not need a rental

8.1.a.3 To look up your truck - write down your transponder number and look it up on [AMB's MyLaps website] link needed

8.1.b RENT one from ESCORRT

8.1.b.1 Since they cost so much...if you break one, you pay for it. That simple.

8.1.b.2 Rent one for \$50 for the weekend – check one out at the track with your driver's license and credit card (in case you break it)

8.1.b.3 If you return it broken, we WILL charge you the full amount for a replacement transponder – it could be more than the cost of your truck!

8.1.b.4 If you return the case broken or deformed (but the transponder still works) you will be charged \$75 for the case.

8.1.c Location & Usage

8.1.c.1 10-inches back from the front face of the front bumper center-line on the driver's side of the truck

8.1.c.2 Transmitting side MUST be pointed down at the track a MAXIMUM distance of 12-inches from the track surface with nothing in the way.

8.1.c.3 No metal panels, brackets, suspension parts or other components should be in the way

8.1.c.4 Insulate it from any metal with a thin piece of plastic

8.1.c.5 Make sure it is securely attached – 3 or 4 sturdy zip-ties should work

8.1.c.6 Drivers/Teams are responsible for charging and installing the transponder – if it isn't properly charged or installed, you could be running laps without scoring them!

8.2 Camera Mounting

8.2.a Confined within the cockpit area

8.2.a.1 The body of the recording device MUST be secured by a metal screw/in device – no elastic or plastic attachments

8.2.a.2 A "Lipstick" camera MAY be secured with zip ties and racer tape

8.2.a.3 NO helmet-mounted cameras allowed

8.3 Truck Numbers

8.3.a Location and Visibility

8.3.a.1 BOTH sides of the car AND on the hood or roof

8.3.a.2 NO crazy fonts...it MUST be legible



TRUCK CONSTRUCTION RULES

- 8.3.a.3 Either white numbers on black or black numbers on white, unless you sent in a design and it was approved by ESCORRT (just send an email or upload it to your truck registration form)
- 8.3.b Size
 - 8.3.b.1 AT LEAST 12-inches tall
 - 8.3.b.2 Numbers must be minimum 1.5-inches and a maximum 2.5-inches thick
- 8.3.c Number Selection
 - 8.3.c.1 Only one-, two-, and three-digit numbers allowed
 - 8.3.c.2 The earlier you register, the more likely you are to get the number you want. ON your registration form, please include THREE numbers you would want for your truck.
 - 8.3.c.3 Just because you had a number for one race does NOT mean you get it for the next race. If someone else registers for the next race and gets it, you're out of luck, buddy. REGISTER EARLY TO GET YOUR DESIRED NUMBER.
 - 8.3.c.4 If you MUST have a particular number, ESCORRT can provide team contact information to help you facilitate a "number trade"...but don't expect us to do any more than give you the contact info