



Nashville Fairgrounds Speedway 2023 SUPER TRUCK RULES March 2023

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. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATION OF OR COMPLIANCE WITH THESE GUIDELINES AND/OR REGULATIONS. They are intended as a guide for the conduct of events and are no way a guarantee against injury or death to a participant, spectator, or official. The director of competition, 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/her opinion, does not alter the purpose of the organization. Deviation of these guidelines and/or regulations will be the responsibility of the speedway officials whose decisions are final.

NOTICE:

All equipment is subject to the approval of Nashville Fairgrounds Speedway officials. No equipment will be considered as having been approved by reason of having passed through the inspection process unobserved. Any equipment which does not conform to specifications or tolerances contained in this rulebook or in the appropriate manuals, will not be eligible for approval. All cars must comply with the rules set forth by the Nashville Fairgrounds Speedway rule book and reference manuals used in the inspection process. All cars and car parts are subject to Nashville Fairgrounds Speedway technical inspection processes. Nashville Fairgrounds Speedway is not required to follow any other sanctioning bodies or manufacturers guidelines in its inspection process. Nashville Fairgrounds Speedway reserves the right to add to and or adjust left side and/or car weight when deemed necessary for equal competition purposes. Driver Eligibility is subject to approval by racetrack officials.

REQUIRED DECALS:

When supplied, teams are required to use uniform patches and car stickers in their designated and mandated position. Failure to do so may result in a minimum penalty of \$100 or up to 10% of their purse for that event. Teams must also leave the top of windshield for use by Nashville Fairgrounds Speedway sponsors decal stickers (subject to penalty above if not the color/dimensions supplied by Speedway). Select windshield sticker may be absolutely required to participate in an event.

SECTION 1 – WEIGHT:

- 1) Super Trucks must weight way a minimum of 3,050 lbs and shall not exceed 56.0% left side weight. Super Trucks using a 603 Crate Engine may deduct 50 lbs of total weight. Super Trucks using a 602 Crate Engine may deduct 100 lbs of total weight and may not exceed 57.0% left side weight.
- 2) Weights and percentages are at all times even after the race with no burn off.

SECTION 2 – BODIES:

- 1) Legal body is the AR extended cab truck body following the manufacturer specific guidelines and measurements and may run Lightning Lite Body Package.
- 2) No lightweight carbon fiber or Kevlar parts allowed.



- 3) Body must be on centerline of the distance between the outer edge of the tires front and rear, within (2) inches.
- 4) Bumper cover may be rubber, plastic, or fiberglass.
- 5) Floors minimum thickness .024, mounted in standard position, must be completely intact and completely sealed.
- 6) For exhaust systems only, the floor area on the right side of the seat may be raised panels, maximum of (10) inches from to the top of the driveshaft tunnel and extended to the right door panel.
- 7) Interiors must be completely enclosed between the both firewalls with no less than 24 gauge (.025) steel or aluminum.
- 8) Tires may not protrude more than 2" beyond outer edge of the body. No bubble fenders allowed.
- 9) No wings, or vertical airfoil stabilizers. No belly pans or ground effects allowed.
- 10) Truck beds must be square within 3/4" inch of cab centerline.
- 11) Minimum roof height will be 54 1/2", 10" from of top of windshield and maximum of a 1/2" of rake at rear.
- 12) Spoiler - Max. 64" wide and 8" tall and not to exceed 47 1/2" from ground to top of spoiler, must be on centerline of truck bed with no offsets.

SECTION 3 – WHEELBASE:

- 1) Minimum wheelbase is 105 inches (+ or - 5/8 of an inch)
- 2) Tread Width is 66" inches maximum for all. Measurements taken "as raced" no adjustments can be made.

SECTION 4 – WINDSHIELD:

- 1) A full clear front and rear windshield of .063 minimum Lexan with a minimum of (2) windshield braces.
- 2) No tinting on any windows.

SECTION 5 – ENGINE:

- 1) Only GM 602, 603, 604 crate engines are allowed. Engine specs must meet guidelines set for Nashville Fairgrounds Speedway Pro Late Model engines (CRA rules). Build or "Machined" engines are allowed.
- 2) Engine Displacement: Machined Engines, Ford and GM engines displacement is limited to 358 cid. Chrysler maximum is 365 cid.
- 3) Engine Block Machined Engines must be standard cast iron factory production with standard external measurements in all respects.
- 4) Max Compression is 10:1
- 5) Engine Piston and Rods Machined Engines any flat top pistons may be used. Piston may be flush with top of block.
- 6) Oil Pans and Oil Systems Machined Engines no dry sump systems allowed. Oil pump must be in



stock location.

- 7) Crankshaft and Balancer Machined Engine only magnetic steel or cast iron production design crankshafts allowed.
- 8) Cylinder Heads Machined Engines all cylinder heads are subject to approval. Cylinder heads must be completely cast iron. Cylinder heads must be stock OEM produced cast iron, two valves per cylinder. Only World Products Sportsman II SBC part number 011150, casting number 1-037, aftermarket cast iron cylinder heads with a 23 degree valve angle will be permitted as a replacement for the Chevrolet Bowtie head, casting number 14010234 cylinder head. These World Products Sportsman II SBC cylinder heads must be the current design with manufactured date of 4/13 and later stamped on the cylinder head. These World Products Sportsman II SBC. The 2101 Edelbrock Performer Duel Plane Intake must be used ONLY with these cylinder heads. NO EXCEPTIONS
- 9) Intake Manifolds Machined Engines Track Officials may use an intake manifold provided by the manufacturer as a guide in determining whether a competitor's intake manifold conforms to the specification of the rule book. Intake manifolds must remain as manufactured. Port matching or flow work will not be permitted. Intake manifolds must not be painted or coated internally. Intake manifold allowed:
GM: #7530 Weiand or Edelbrock Vicor Jr. #2975, Dual Plains Edelbrock Performer #2601 & #2604
Ford: Edelbrock, #2750, #2665 or #2980. Weiand Xclerator #751, Dual Plains Edelbrock #3781 & #2181
Chrysler: Edelbrock Victor Jr. W2 or Weiand Xclerator #7545
Only (1) standard flat gasket may be used between the head and the intake manifold. Max. thickness .075 compressed.
- 10) Camshaft, Valve Lifters and Rockers Machined Engines any flat tappet cam will be allowed. No automatic cam timing devices allowed. Camshaft bearings must remain stock type Babbitt (no roller). Only stock size and steel lifters are permitted. No roller or mushroom type permitted. Shaft rockers not allowed except approved Chrysler engines.

SECTION 6 – EXHAUST:

- 1) A muffler must be used and installed in a configuration that will suppress exhaust noise to a maximum of 99db's at 100 feet. Track officials will conduct random testing of exhaust noise, a penalty of 10lb's for every point above 99db's will be enforced. Any car that is consistently tested above 99db's will receive additional penalties up to and including disqualification.
- 2) Exhaust can protrude through the door and all exhaust tubing 4" OD maximum.
- 3) Under chassis or crossover type headers allowed. Custom one of a kind or homemade headers must be approved.
- 4) Schoenfeld shorties are not allowed.

SECTION 7 – CARBURETOR:

- 1) Holley 650 HP 4150-80541 is the only carburetor legal for use and it must remain unaltered from manufacture. Jets, air bleeds and power valves may be changes.



- 2) The GM crate engine may use a 1" (one inch) aluminum spacer with one (1) paper gasket per side, not to exceed 0.065" thickness. Spacer must be open, 4-hole, or tapered.
- 3) Machined Engine carburetor must run a Holley #4412 500 CFM 2 barrel. Open carburetor with exception of base plate, butterflies, and shafts and screws must remain unaltered Holley 4412. Open carburetor must not be HP body, metering block is open and can be HP metering block, may run stock unaltered HP base. However, Throttle Shaft butterflies and screws cannot be HP components.
- 4) Carburetor spacer, gaskets and mounting crate and machined engine.
- 5) Machined engines are allowed a 1 piece solid aluminum spacer, max thickness of .075 inch. Spacer must be centered on the intake and have 2 round holes not to exceed 1.690 inch, located in the center.
- 6) Machined engines carburetor and spacer gaskets maximum thickness of 0.60 each and must be pliable paper material.

SECTION 8 – AIR INTAKE:

- 1) Round dry type element, maximum of 4" tall and 14" diameter allowed.
- 2) No chemical treatment to element allowed.
- 3) Only round metal air filter housings will be permitted. Top and bottom of housing must be solid and must be same diameter. Lips or expanded edges will not be permitted.
- 4) No ram air, ducts, baffles or air dividers will be allowed on or leading to the air cleaner or element.
- 5) Fresh air openings of any type will not be permitted in the hood or cowl area.
- 6) Any device which may control flow of air will not be permitted inside of the air cleaner between the air filter housing and carburetor.
- 7) Up to 1" inch maximum spacer allowed between bottom of air filter housing and carburetor for throttle linkage clearance.

SECTION 9 – FUEL SYSTEM:

- 1) Stock type mechanical pump only in stock location only.
- 2) Fuel cell must maintain 8" (inch) minimum ground clearance.

SECTION 9 – ELECTRICAL SYSTEM:

- 1) 12 Volt systems only and battery must be located forward of rear axle.
- 2) Approved battery powered stock type distributors only.
- 3) No traction control devices allowed.
- 4) On/Off master switch required and clearly marked and easily accessible to track safety crew. Must be wired to battery cable in a manner to cut off all electrical power.
- 5) **One Crane, Fast, Daytona Sensor, MSD 6427 Ignition system required** and mounted on right side of truck with dials pointed out the passenger side on original plate. The mag positive &



negative shall be a maximum length of 62 inches. Must remain uncut or spliced and on top of dash in clear view which Mandatory 6400-RPM for Crates and 6600-RPM for Built engines.

SECTION 10 – COOLING SYSTEM:

- 1) Any metal or aluminum radiator allowed in stock location not requiring any body modifications.
- 2) Overflow tube must exit to right side of windshield or cowl or a permanently installed metal catch can ahead of firewall.
- 3) NO antifreeze allowed at any time.

SECTION 11– CLUTCH:

- 1) Multiple disc clutches with steel floaters and pressure plates permitted, minimum 5 ½" in diameter. Solid magnetic steel clutches and pressure plates only. Clutches must be positive engagement design. Slider or slipper clutch designs are not permitted. No carbon fiber clutches. Clutches found not to meet this definition will be deemed illegal.
- 2) Bell housing can be Aluminum or steel.

SECTION 12– TRANSMISSION:

- 1) Standard stock production model OEM manual transmission allowed.
- 2) Minimum of 3, maximum of 4 operable forward gears and reverse.
- 3) All gears must be in working order (except first gear in 4 speeds).
- 4) No straight cut gears. No lightening of gears or main shaft.
- 5) Quick change transmissions not allowed.

SECTION 13– REAR-END:

- 1) Quick change or 9" Ford configured rear ends allowed.
- 2) Full floating rear ends allowed.
- 3) Any truck choosing to use a spool (locked rear end) will get a 25 pound weight break.

SECTION 14– DRIVE LINE:

- 1) Rear wheel drive configuration only.
- 2) Two 360-degree drive shaft loops mandatory, installed fore and aft of drive shaft.
- 3) One piece steel drive shafts only. Minimum diameter of 2 ¾ and Must be painted WHITE.

SECTION 15– BRAKES:

- 1) Brakes must be operational on all 4 wheels. GM Style Single Piston Calibers STEEL OR ALUM.
- 2) Conventional hydraulic type brakes system only, no ABS type.



- 3) No brake fluid recirculators.
- 4) NO brake ducks allowed.

SECTION 16– FRAME:

- 1) Only Perimeter fabricated frames must follow stock stub specifications with modifications permitted for clearance for the following: oil pan, fuel pump, headers, steering shafts, and springs and no under slung. Installations of sway bar, motor mounts, upper A frame mounts and weight jacking bolts will be permitted. Any other modifications must be approved. The distance from the inside edge of the frame rails, left and right must be within 1" of the centerline of the tread width front and rear. No holes may be cut in frame to lighten frame rails.
- 2) Frames rails must be parallel and constructed with minimum 2"X 3" steel square tubing with a minimum wall thickness .083.

SECTION 17– ROLL BARS:

- 1) Round steel 1 ¾ "x .090 roll bars are required and must be approved.
- 2) NASCAR style cage with min. of 4 door bars on driver's side, passenger side may be X'ed. Foot guard bar or plate mandatory, welded in place by clutch pedal to protect drivers left foot.
- 3) Resilient padding designed for roll bar use must be installed on any roll cage member which can be reached by any extremity of the driver while driver is normally seated with restraints fastened. Recommended: Fire Retardant padding

SECTION 18– SUSPENSION:

- 1) All parts of rear suspension must be solid, one piece construction with no moving parts, with one heim at each end. All mounts for trailing arms, third links and track bars must also be solid and may not have the ability to move.
- 2) Steel springs only.
- 3) No bump stops allowed. NO EXCEPTIONS.
- 4) Limit of 1 shock per wheel.
- 5) No cockpit adjustable shocks or remote reservoirs are allowed.
- 6) No devices mechanical, electrical, or hydraulic for shifting weight will be allowed.

SECTION 19– SPINDLES:

- 1) Stock hub and rotors or steel hub with after-market steel rotor optional.
- 2) Aluminum 5x5 or wide 5 hubs allowed. No magnesium.
- 3) Approved cast, forged, steel after-market spindles allowed.

SECTION 20– STEERING:



Nashville Fairgrounds Speedway
625 Smith Avenue
Nashville, Tennessee
scott.trackenterprises@gmail.com

- 1) Rack and Pinion steering not permitted
- 2) An approved quick release steering coupling on steering wheel is mandatory.

SECTION 21– GROUND CLEARANCE:

- 1) Frame rails and body 3” (inch) minimum checked on the pad with the driver in the car. This will include all post-race tech.
- 2) All body components 3” (inch) minimum checked on the pad with the driver in the car. This will include all post-race tech.

SECTION 22– WHEELS & TIRES:

- 1) 8” (inch) or 10” steel wheels only.
- 2) Tires must be purchased from Nashville Fairgrounds Speedway. The approved tire for competition is the Hoosier Race Tire F70. Teams must race on the same set of tires used for Qualifying. Use of tire softening or altering agents are not permitted, at any time. Tire inspection and the use of standard lab testing procedures will be performed. Any attempts to circumvent the Tire Procedures may result in disqualification, fine, and/or suspension.