



I. 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. They 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, or official.

The race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final.

It is the responsibility of the teams and competitors to present a legal race vehicle for competition. Any vehicle that with illegal modifications that pass through technical inspection undetected will be disqualified immediately upon detection of the infraction.

Sincerely,

The Management
Gresham Motorsports Park
Track Properties, LLC

II. Basic Guidelines

- A. Gresham Motorsports Park reserves the right to update, modify, and/or delete rules at any time deemed necessary to insure safety, fair competition or any other reason that may be appropriate.
- B. Any interpretation or deviation of these rules is left to the officials. Any decision of and by Gresham Motorsports Park Officials is final.
- C. Unsportsmanlike-like conduct can carry a minimum \$100.00 fine and/or suspension and/or loss of points. Any and all fines will be added to the points fund at the end of the racing season.
- D. Any competitor that finishes in the top five (5) MUST cross the scales following completion of the event. Any competitor that finishes in the top five (5) may be required, at their expense, to remove the intake, heads, and/or oil pan for inspection purposes.
- E. If teams have two-way communication with the driver, at least one (1) crew member will be required to scan GMP Race Control (461.2000) or have a RACEceiver tuned to channel 897. If a team does not have two-way communication with the driver, then the driver MUST have a RACEceiver locked to channel 897.

III. Rules and Specifications

- A. **Weight** - All specified weight requirements will be with driver, fuel, oil and water prior to racing.
 1. Maximum allowable left side weight will be 56% of total weight with driver.
 2. Minimum weight 2,800 pound with driver after race, one pound per lap will be deducted.
 3. Additional weight may be added in block form of no less than 5-pound blocks (no pellets). Added weight must be securely bolted in place. Dislodged weight cannot be returned to car for weighing after race. All added weight must be painted white with truck number painted in red or black. Any lost weight will result in a \$10 per pound fine to the driver.
- B. **Interior:**
 1. Truck interior must be complete and shield driver from ground, engine compartment and fuel cell area. Firewall must be no less than 24-gauge metal and fully seal driver from engine compartment.
 2. Dash panel with gauges is optional. No digital gauges permitted.
 3. Master disconnect switch must be located on dash and easily accessible to driver as well as from outside left window opening. ON-OFF positions must be clearly marked.
 4. Quick release steering wheel is mandatory. Center top section of the steering column must be padded with at least 2" of padding material.
 5. All roll bars surrounding driver must be padded. Padding must be acceptable to Gresham Motorsports Park Officials.
 6. A window net must be installed in the left side door glass opening. The window net must be a rib type, made from nylon material with a minimum 1" square opening between the ribs. All window nets must have quick release mechanism and be welded to roll cage. The window net, when in the closed position, must fit tight when secured. No fishnet type nets permitted.
 7. Rear view mirror permitted inside of truck only.



Gresham Motorsports Park
2012 Truck Rules and Specifications Package



8. Fire suit, helmet, and head and neck restraint system is mandatory. Restraint must meet or exceed SFI specification 38.1 for Head and Neck Restraint Systems. Absolutely no neck collars or donuts are permitted. Drivers will not be allowed on the racetrack at any time without proper neck restraints in place.

C. Body:

1. The truck body must be acceptable to Gresham Motorsports Park Officials at all times. All body parts must have a minimum clearance of 4" prior to race with fuel, oil, and water, without driver. No truck will be allowed to start a race without a full body. Headlight and taillight decals recommended.
2. Bodies will be fiberglass or PVC (rubber) replicas of the standard cab. No carbon fiber parts allowed.
3. Approved bodies: 1997-2009 Chevrolet C10/ C1500/ Silverado, 1997-2009 Ford F-150, 1997-2009 Dodge Ram, 2004-2009 Toyota.
4. Body must be mounted in the center of the frame and fit the 108-inch wheelbase of truck with wheels in center of wheel wells.
5. Minimum roof height must be 55 ½ ", measured from a point in the center of the roof 10" behind top of windshield. Maximum height at rear of roof is 56", maximum variance from a point 10" behind windshield to rear of roof is ½ ". Minimum rear deck height must be 36", measured where rear deck meets the spoiler. Minimum window opening must be at least 16".
6. Body must maintain original configuration, size and shape.
7. Screen wire grill mesh must cover all grill openings and be fastened to bodywork from inside of the grill.
8. Front and rear window opening must be covered with a minimum 1/8" inch thick clear polycarbonate. Clear polycarbonate must cover entire opening and should follow the contours of the body. Clear polycarbonate (1/8") side window vents are optional and cannot exceed 9" in height.
9. Front windshield opening should have a minimum of two 1" by 1/8" straps located in the center of the windshield behind the clear polycarbonate and placed no closer than 3" apart.
10. Hoods must remain flat. Positive fasteners must be installed, either a minimum of four hood pins or two hood pins and two rear hinges. A small notch, not to exceed 1.5", on the far passenger side of the hood will be allowed for an overheating tube.
11. Full rear deck coverings are mandatory and must completely cover the rear of body. Bed coverings can be either fiberglass or sheet metal. The rear half of the lid must be able to open for inspection purposes. Positive fasteners must be used on left and right side to secure opening position of the cover.
12. Front air dams must maintain original configuration and all body support brackets must be located inside the body structure.
13. Rear spoiler is mandatory. Maximum width of spoiler 60", measured across the backside of spoiler, maximum height of spoiler is 6". Spoilers must be solid 3/16" sheet metal or clear polycarbonate. No forward rudders or mounting brackets will be permitted. Minimum 4 mounting brackets or supports on the backside of spoiler. The maximum spoiler height is 44" from the ground, measured in the center of the spoiler.

D. Engine:

Option #1

1. General Motors crate engine only, part # 88958602 and # 88958603. Crate engines may be refreshed, but must retain all original GM specifications.
2. Claimer rule on an engine is \$3500.00 after the race, plus \$500.00.
3. Only drivers finishing the race, their crew chief or owner may claim a General Motors crate engine part # 88958602 or part # 88958603 from a driver finishing the race ahead of the claiming driver. The claim will be limited to one truck and must be made within 10 minutes after completion of the feature event with cash only to Chief Tech Inspector. Not included in the claim are carburetor, water pump, distributor, ignition, pulleys, plug wires, fuel pump, flywheel, pressure plate and clutch. A claim fee will not be accepted should Gresham Motorsports Park Officials determine the claim fee has been made on someone else's behalf or the fee is from more than one party. Failure to pull and sell a claimed engine will result in the driver in question forfeiting all purse and points for the event.

Option #2

1. General Motors crate engine only, part # 88958604. Crate engines may be refreshed, but must retain all original GM specifications.
2. General Motors crate engine part # 88958604 must run all GM specs as delivered from the manufacturer.
3. Claimer rule on an engine after the race is current cost of the motor, plus \$500.00.



Gresham Motorsports Park
2012 Truck Rules and Specifications Package



4. Only drivers finishing the race, their crew chief or owner may claim a General Motors crate engine part # 88958604 from a driver finishing the race ahead of the claiming driver. The claim will be limited to one truck and must be made within 10 minutes after completion of the feature event with cash only to Chief Tech Inspector. Not included in the claim are carburetor, water pump, distributor, ignition, pulleys, plug wires, fuel pump, flywheel, pressure plate and clutch. A claim fee will not be accepted should Gresham Motorsports Park Officials determine the claim fee has been made on someone else's behalf or the fee is from more than one party. Failure to pull and sell a claimed engine will result in the driver in question forfeiting all purse and points for the event.

Option #3

1. Engines Displacement: Chevrolet - 305 CID, maximum overbore .067, Ford - 302 CID maximum overbore .067, Dodge - 318 CID maximum overbore .067
2. Engines must be factory production OEM cast iron cylinder blocks built for standard production only (no aluminum blocks). Casting numbers must be unaltered and legible. Absolutely no internal portions of the engine may be painted or coated. Block decks may be strengthened and/or deburred. Blocks may not be offset bored and must maintain OEM type bearings in the main journals.
3. Only OEM steel or cast crankshafts permitted. No aftermarket steel, lightened, knife edged or otherwise racing crankshafts permitted. OEM stroke must be maintained.
4. OEM or OEM appearing after market rods permitted. Rods may not be polished or otherwise altered. Piston pins may be fitted or floated. No aluminum rods permitted. Rod length: GM 5.70 inch, Ford 5.16 inch, Dodge 6.12 inch. I-Beam only.
5. Flat top or dished pistons permitted Wrist pin must remain in OEM position. Cast or forged pistons permitted. No coating, painting or otherwise alteration of pistons permitted. Minimum deck clearance is .000".
6. Compression ratio of engine is limited to 10:5 to 1.

Option #4

1. LNS sealed motor - seals must remain as installed. Tampering with or removal of seals will result in disqualification.

Option #5

1. Ford crate engine, part# M-6007-D347SR.
2. Engine will only be permitted with 1.5" rocker arm downgrade. Absolutely no other modifications permitted.
3. Claimer rule on an engine after the race is current cost of the motor, plus \$500.00.
4. Only drivers finishing the race, their crew chief or owner may claim a Ford crate engine, part# M-6007-D347SR from a driver finishing the race ahead of the claiming driver. The claim will be limited to one truck and must be made within 10 minutes after completion of the feature event with cash only to Chief Tech Inspector. Not included in the claim are carburetor, water pump, distributor, ignition, pulleys, plug wires, fuel pump, flywheel, pressure plate and clutch. A claim fee will not be accepted should Gresham Motorsports Park Officials determine the claim fee has been made on someone else's behalf or the fee is from more than one party. Failure to pull and sell a claimed engine will result in the driver in question forfeiting all purse and points for the event.

E. Camshaft:

1. *Applies to Engine Option #3 Only:* Any manufacturer permitted. Maximum lift: Chevrolet .458", Ford .488", Dodge - .458". All measurements must be at the valve.

F. Lifters:

1. *Applies to Engine Option #3 Only:* Only OEM or OEM-replacement lifters permitted. No solid lifters or altered lifters to perform as solid lifters permitted. No oversize lifters permitted. Anti-pump lifters are allowed.

G. Rocker Arms:

1. OEM rocker arms only permitted with OEM ratio: Chevrolet & Dodge 1.5, Ford 1.6.
2. General Motors crate engine part # 88958602 and # 88958603 must run GM 1.5 ratio rocker arms, roller rocker arm not permitted.
3. General Motors crate engine part # 88958604 must run all GM specs as delivered from the manufacturer.
4. Roller rocker arms permitted on Engine Option #3. No shaft type rocker arms permitted.

H. Cylinder Heads:

1. Chevrolet must be GM stock cast iron 305 cylinder head, Dodge must be stock cast iron 318 head, Ford must be stock cast iron 302 head. No aluminum or Vortec heads permitted except L-30 type heads. Must retain original 2 valves per cylinder.



Gresham Motorsports Park
2012 Truck Rules and Specifications Package



2. Valve size; Chevrolet - intake maximum 1.84", exhaust maximum 1.5", Dodge - intake maximum 1.78", exhaust maximum 1.469", Ford - intake maximum 1.781", exhaust maximum 1.469". Ford & Dodge may use same size valves as Chevrolet.
3. No special after market valve permitted and valves may not be canted in heads.
4. Absolutely no altering, polishing, porting, matching of ports, or acid washing allowed in any manner.
5. Studs may be pinned. Screw in studs permitted.

I. Valve Springs:

1. Valve springs must retain stock diameter & height. Spring seats may not be enlarged or otherwise altered. Maximum spring seat pressure limited as follows: Chevrolet 115 lbs, Ford 115 lbs, Dodge 130 lbs.

J. Intake Manifolds:

1. Only the following intake manifolds permitted with no substitutions allowed: Chevrolet Edelbrock #7101 or 7116, Ford Edelbrock #7121, Dodge Edelbrock #7176
2. Absolutely no altering, polishing, porting, matching of ports, or acid washing allowed in any manner. No laser treating or micro holes allowed. Plenum may not be altered and no devices are permitted inside runners or plenum.

K. Starter:

1. Must start under own power. OEM type starters permitted.

L. Carburetor:

1. Engine / Carburetor Combinations are as follows:
 - a. General Motors crate engine 602 and 603 - Holley 650 4150 Model #4777 four-barrel or Holley 650 HP 4150-80541 four-barrel. No alterations. **No carburetor spacer permitted.**
 - b. General Motors crate engine 604 - Holley 500 CFM model number 4412 two-barrel. No alterations.
 - c. Built Motor - Holley 500 CFM model number 4412 two-barrel permitted. No alterations.
 - d. LNS sealed motor - Holley 500 CFM model number 4412 two-barrel permitted. No alterations.
 - e. Ford crate engine, part# M-6007-D347SR - Holley 500 CFM model number 4412 two-barrel. No alterations.
2. Body of carburetor - no polishing, grinding or drilling of holes permitted. No paint or any other types of coating other than from carburetor manufacturer are allowed inside or outside of carburetor.
3. Choke and choke horn may be removed, but all screw holes must be permanently sealed.
4. Booster size or shape must not be altered. Height must remain standard.
5. Venturi area must not be altered in any manner. Casting rings must not be removed.
6. Base plate must not be altered in shape or size.
7. Stock butterflies must be used and cannot be thinned or tapered. One idle hole may be drilled per butterfly. Screw ends may be cut even with shaft; screw heads must remain unaltered.
8. Throttle shafts must remain standard and cannot be thinned or cut in any manner. No silicone or epoxy allowed on throttle shafts.
9. Any attempt to pull outside air other than down through venturis is not permitted.
10. Throttle linkage must have at least 2 return springs. Throttle stop recommended.

M. Carburetor Adapter:

1. Only one non adjustable one-piece solid aluminum spacer permitted maximum 1" in height, with 1 gasket per side not to exceed .065" in thickness.
2. Spacer must have openings cut perpendicular, matching carburetor base, and no larger than base of carburetor opening. No taper or beveling permitted. No Open Spacers.

N. Ignition:

1. Aftermarket type distributor modules or coils may be used but must mount in OEM distributor location.
2. Multi-spark discharge boxes are permitted.
3. General Motors crate engine part #88958602, #88958603, # 88958604 and Ford crate engine, part# M-6007-D347SR **MUST** run MSD distributor with MSD ignition box.
4. Only one MSD box will be permitted, must be mounted on right side dash with chip facing passenger side window.
5. All wiring must be connected and sealed. All wires must be exposed and in plain view and easily traced by tech officials.
6. GM Crate Motors and Ford Crate Motor must use mandatory 6300 RPM Rev chip limiter. Competitors will be responsible for proper rev limiter operation.
7. Alternator permitted.
8. Only one battery permitted. Battery must be securely mounted outside and behind driver's compartment (frame rail).
9. All trucks must start under their own power.



O. Air Intake:

1. Air cleaner cannot be removed at any time during competition or practice.
2. Only round dry type paper element 14"-16" in diameter, maximum 4" in height may be used in air cleaner at all times.
3. Element may not be sprayed or soaked with any type of chemicals or liquids.
4. All air shall be filtered through element.
5. Air cleaner housing must be of metal type. Top of air cleaner must be solid, no holes.
6. It will be permitted to shield the front area of the air cleaner up to a maximum of one half the air cleaners' diameter and not wider than the height of the air cleaner filter.
7. Top and bottom of the air cleaner housing must be the same diameter. A maximum of a 1" lip from the air cleaner to the top and bottom edges of the air cleaner housing is permitted.
8. Nothing may direct or control the flow of air inside or outside of the air cleaner housing except the air cleaner element.
9. Cowl induction, air ducts or baffles will not be permitted on or leading to the air cleaner.
10. An opening 2.5" x 20" may be cut in the hood behind the carburetor with the back edge either meeting or a maximum of 1" from the windshield.
11. A fresh air deflector will be permitted and must be placed at the center of the leading edge of the windshield directly under the hood opening. The fresh air deflector must be made of aluminum and measure a maximum of 2" down and 2" forward by 20" in width with square bends and no radius or air flow devices, end caps permitted no larger than 2" by 2".
12. No sheet metal heat shields or any other type of hot air deflection device or air flow deflection device will be allowed past the backside of the radiator or in the engine compartment.

P. Exhaust:

1. Any type tubular header permitted must have single flange.
2. Exhaust system must exit behind driver and out right side.
3. No "X" pipes, "H" pipes, or balance tubes permitted. "Y" pipes permitted.
4. Exhaust Pipes: *The options listed below reflect MAXIMUM inside diameter.*
 - Option 1: Two (2) 3.5" round pipes.
 - Option 2: Two (2) 2.5" x 4.0" oval pipes.
 - Option 3: One (1) 4.0" round pipe.
 - Option 4: One (1) 2.75" x 4.0" oval pipe.
5. Absolutely no boom tubes permitted.

Q. Fuel System/Cell:

1. Maximum 22-gallon fuel cell must be mounted in steel container with a minimum of two protective bars made of 1" square tubing, protection braces wrapping around fuel cell from front, underneath and to back of cell and a rear protection bar of 1.75" tubing extending below the rear of frame and at least 1/2" below the bottom of fuel cell to cover the width of the fuel cell. Fuel cell and steel container must be mounted in center of frame and behind centerline of rear axle. Fuel cell and container must have a minimum of 9 inches clearance from the ground. No pressurized cells permitted.
2. Only one fuel line permitted to transport fuel from cell to pump. Left or right side fuel pickup permitted. Fuel line must not run inside driver's compartment. No additional fuel cells or containers permitted. Electric fuel pumps prohibited. Only stock side block mounting mechanical pump permitted. After market fuel pumps are permitted but must be of same size and mount in stock location.
3. No icing, Freon type chemicals or refrigerants may be used in or near the fuel system or engine compartment. No cooling of fuel cell or fuel system.
4. Must use **Sunoco track fuel.**

R. Cooling System:

1. Only block mounted belt driven water pumps allowed. Water pump impellers may be altered. Fan type optional. Fan shroud may not extend more than 2" past fan blades. Electric fans permitted. Aluminum radiator permitted and must be mounted in front of engine.
2. Water only must be used in the cooling system. Any additive to water, Ex. Water Wetter, must be first approved by a Gresham Motorsports Park official. Any driver found using unapproved coolants must pay a \$100 fine before driver can compete at Gresham Motorsports Park.

S. Oiling System:

1. Oiling system must be wet sump oiling system. Steel racing oil pans permitted. NO ALUMINUM. Oil pan baffles permitted and recommended. Only standard screw on OEM type oil filters permitted. Remote oil filters allowed.



2. Minimum ground clearance from bottom of pan is 4 inches.

T. Transmission:

Option #1

1. Standard GM turbo 350, Ford C4 or C6, and Dodge 904 or 727 automatic transmissions allowed. Must have three forward gears and reverse. All gears must be working. Manual shift kits permitted. Reverse shift patterns permitted.
2. OEM type torque converters may be used. NO hollow converters allowed. Minimum ten-inch torque converters permitted. No exterior valve mechanism or band adjusters allowed.
3. Transmission coolers permitted. All cooling lines must be steel braided with screw in fittings. No rubber hoses or clamps allowed.
4. Competitors using the above option may deduct twenty five pounds (25 lbs) from minimum weight, making minimum weight 2775 lbs while maintaining 56% left side weight.

Option #2

1. Standard 3-speed or 4-speed OEM or OEM-style synchronized manual transmission with non-splined clusters allowed.
2. 2-speed transmissions allowed but must carry 50 lbs extra right-side weight.
3. No gun-drilled main shafts.
4. No internal clutch-type transmissions allowed. Must have external clutch, pressure plate, and flywheel assembly.
5. Transmission must have at minimum two (2) forward and one (1) working reverse gear.
6. Two lever shifter or H-pattern shifter only.
7. No overdrive transmissions permitted.
8. No Rankin-type or cluster-disconnect transmissions allowed.
9. All manual transmissions must have helical gears only. No straight-cut gears allowed.
10. No quick change type transmissions allowed.

U. Clutch & Flywheel

1. Standard OEM or OEM-type clutch, pressure plate, steel flywheel, and throw-out bearing permitted.
2. Quartermaster or Tilton-type 7.25" clutch, pressure plate and steel flywheel permitted. Clutch discs and spacers must be steel.
3. Quartermaster or Tilton-type hydraulic release bearing allowed.

V. Bell housing

1. OEM-type clutch assembly must use steel bell housing. No exceptions.
2. Quartermaster or Tilton-type bell housings permitted with aftermarket 7.25" clutch assembly.

W. Drive Shaft:

1. Drive shafts and universals must be of similar design standard production type and must be made of steel. Minimum 3" diameter. Minimum one 360° loop of 1 inch by 1/8 steel secured to cross member or chassis, must be present to prevent drive shaft from dislodging. Drive shaft must be painted white with truck number painted in red or black.

X. Frame:

1. GM metric frame only may be used. 1978-87 Chevrolet Malibu, Monte Carlo, Pontiac Grand Prix, Oldsmobile Cutlass, or Buick Regal. Frames must retain original 108-inch wheelbase. Maximum allowable difference from side to side is 1 inch. Frame may be fabricated from 6" off the centerline or rear axle to rear of truck and from front sway bar forward. Holes may not be cut to lighten frame. Frame may be X'd. Frames may not be narrowed. Front cross member must remain original and, may not be notched, narrowed, cut or otherwise altered. Minimum ground clearance, prior to race with fuel, oil and water, without driver, is 4".

Y. Roll Cage:

1. Gresham Motorsports Park Officials must approve roll cage designs. Round steel tubing 1.750" OD round tubing by .090" minimum wall thickness must be used to construct roll cage. Roll cage should be box type with a cross support in the back and a minimum 9" upright support at the left front support.
2. Left door must have a minimum of three bars in (four recommended) and must have 1/16" minimum steel plate from frame to top door bar.

Z. Engine Placement:

1. Engine must be centered between frame rails. Engine must be installed in its original position. No set backs permitted. Engine must bolt securely and positively to mounts. No torque plates permitted.
2. Steel motor mounts permitted.



Gresham Motorsports Park
2012 Truck Rules and Specifications Package



AA. Wheels:

1. 15" steel racing wheels only, maximum rim width 8", maximum offset difference of 2". Air bleeders not permitted. Hubs must have 5/8" wheel studs. All wheels must have truck number on wheels.

BB. Tires:

1. Right side: Hoosier 27"x8", *F75. Left side: Hoosier 27"x8", F53. Tires must be purchased at track through Gresham Motorsports Park vendor. Tires must go directly to the impound area after mounting and once released must remain in sight at all times. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Gresham Motorsports Park. Any illegal tire, in the judgment of Gresham Motorsports Park Officials, will be confiscated.
2. The feature event must be started on the same set of tires (all four) that the truck used in qualifying or heat races. For 100 lap events only, drivers running in a last chance race may change tires before running the feature event. Damaged tires may be changed upon Gresham Motorsports Park Officials approval only.
3. Front and rear tread width is 63" maximum. Spacers are permitted to maintain tread width. Tread width is measured with referee.

CC. Suspension:

1. Front suspension components must remain stock for original frame used. Shock may be moved but, springs must mount in stock location.
2. Aftermarket tubular upper A-Arms with any ball joint, and bolting directly to OEM spindles may be used.
3. OEM heavy-duty spindles (i.e. Impala, Truck, etc.) allowed and must mount in stock locations.
4. No steel sleeves permitted over spindle. No offset or dropped spindles permitted.
5. Lower control arms cannot be shortened or otherwise altered.
6. Front sway bar may be either one-piece, or three-piece splined sway bar (Three-piece must maintain a maximum diameter of 1.250").
7. Coil springs may be replaced but must mount in OEM stock locations on lower A-Frame and rear axle.
8. Minimum front spring rate must be no less than 500 lbs at any time. Spring rate is subject to inspection after the event.
9. Absolutely no bump-stops, coil binding, or chassis stops of any type.
10. Only one shock permitted per wheel. All shocks must be steel, non-adjustable. **Claim rule will be \$175.00 per shock.** (Shock must be claimed within ten (10) minutes of completion of Victory Lane ceremonies, in cash, presented to the Head Tech Official.)
11. No coil over shocks or coil over converted shocks permitted, no air, or remote reservoir shocks. No Schrader valves, no threaded body or cups (Subject to confiscation for dyno purposes).
12. Rear shocks must mount in stock location on rear axle. Coil spring rubber inserts permitted. No leaf springs or torsion bars permitted. All bushings must be of OEM or OEM-type dimensions. Rear sway bar permitted, but must be OEM stock bar. Must use stock type bushings.

DD. Steering:

1. Steering box may not be removed from factory location. Up to three (3) universal joints or steel Heim joints may be used on steering shaft.
2. No rack and pinion steering allowed.
3. After market stock power steering kits or steering quickener kits allowed.
4. Steering wheels up to 17" quick release spring locked metal is required. No nylon inserts permitted.
5. Original OEM steering must be used. Pitman arm and idler arm must be of original GM type used with this frame or stock aftermarket replacement.
6. Adjustable center link and steel Heim-type tie rod ends permitted.

EE. Rear End:

Option #1:

1. Original 10 bolt GM rear end permitted. Any ring and pinion ratio permitted. Welded spider gears, full steel spools, steel mini spools, and steel Detroit locker rear ends permitted.
2. Rear trailing arms must mount in original brackets and in original holes in frame. Steel Heim joints permitted. Absolutely no aluminum trailing arms permitted.

Option #2:

1. Ford 9" rear end permitted. Must be all-steel housing, no aluminum center section permitted.
2. Absolutely no internal oil cooler pump permitted.
3. Any ring and pinion ratio permitted. Lightweight ring and pinion allowed.



4. No aluminum carriers or aluminum pinion bearing retainers allowed.
5. Only steel full spools, steel mini spools, and steel Detroit locker rear ends permitted.
6. Floater rear ends permitted. Bolt-on snouts and gun-drilled axles permitted.
7. Absolutely no aluminum, titanium or exotic metals permitted in any rear-end components.
8. Rear trailing arms must mount in original brackets and in original holes in frame. Steel Heim joints permitted. Absolutely no aluminum trailing arms permitted.
9. One (1) degree maximum camber.

FF. Brakes:

1. Front brakes must use original OEM appearing calipers.
2. If heavy-duty hubs or rotors are used, they must bolt directly to OEM spindle and use OEM appearing caliper. No adapters are permitted.
3. Rear brakes must use OEM or OEM replacement components and any hubs or heavy-duty replacement hubs must attach to OEM axle and backing plate.
4. Rear disc brakes allowed.
5. Aftermarket brake pedal assembly allowed, with double reservoir master cylinder required to be mounted on engine side of firewall.
6. No aluminum brake rotors or drums allowed. Aluminum rotor hat permitted. Brakes must function on all four wheels.
7. No scalloped brake rotors permitted.

GG. Protest Fee

1. Only the top five (5) drivers, owner or crew chief may protest any vehicle finishing ahead of their car.
2. The protest must be made within ten (10) minutes of the completion of the event.
3. The fee must be made to the Director of Competition with cash only.
4. The protest will not be accepted should GMP Officials determine that the fee is from more than one party or on someone else's behalf.
5. Failure to pull a protested component will result in automatic disqualification, suspension or loss of championship points, if applicable.
6. The cost for protesting a vehicle will be as follows:

a. Check complete top engine assembly.....	\$ 800.00
b. Oil Pan.....	\$ 200.00
c. Check fuel.....	\$ 100.00
d. Check wheel base and set back.....	\$ 100.00
e. Check carburetor.....	\$ 50.00
f. Check left side weight.....	\$ 50.00
g. Check complete car.....	\$1000.00
h. Check suspension.....	\$ 100.00
7. Should any protested components be found outside regulations, the driver/owner of the vehicle in question will be disqualified from the event and be subject to fine, suspension and/or loss of champion points. GMP officials reserve the right to confiscate any unapproved components found during the protest.

IV. Race procedures and General Conduct Guidelines

A. Drivers Meeting

1. Gresham Motorsports Park Officials will hold a Drivers meeting at each event. At this meeting all new or special information that may vary from the rulebook will be announced, and then be considered official.
 - a. A roll call will start each meeting.
 - b. The driver, crew chief and spotter from each team are required to attend each drivers meeting.
 - c. Failure of the driver, crew chief or spotter to attend the meeting will result in the driver starting in the rear of the field regardless of their qualifying time.

B. Qualifying Procedures.

1. The order of events, including qualifying order will be posted at the Infield Tech Building and around the speedway.
2. Qualifying order, if applicable, will be determined by team preference based on the order of entries received at the Gresham Motorsports Park office. (For example, the first entry received will get first pick of position in qualifying order and so on.)
3. Teams will have one chance to qualify. Once the car has taken the green flag their attempt has started.
4. The number of cars that will be inspected will be the choice of Gresham Motorsports Park Officials.
5. No driver may attempt to qualify more than one car for the same event.



Gresham Motorsports Park
2012 Truck Rules and Specifications Package



6. Any car not clearing post-qualifying inspection will have their time revoked and moved to the bottom of the order.
7. When two or more cars have duplicate times, the tiebreaker will be to revert back to their other lap.
8. Gresham Motorsports Park reserves the right to 2 starting provisionals.

C. Race procedures.

1. All drivers must be on time and lined up for the main event or heat race they are to compete in.
2. Once the green flag has been displayed the race has started, no driver may change cars or use a backup car.
3. The Starter will control the initial start.
4. All restarts will be double file with lead lap cars only. Leader has option on restart of inside row or outside row. Leader must make choice by start finish line at the one-to-go lap of the caution. Remainder of the field will line up accordingly.
5. The free pass will be given to the first car one lap down or more at the caution flag. At which point the driver will be instructed to pass the pace car and line up at the end of the lead lap cars.
6. The free pass will only be used when there have been two consecutive laps of green flag racing.
7. The free pass will not be given to any driver who brings out the caution flag, The free pass will not given inside of five (5) laps remaining in the event.
8. All cars involved in an accident will be sent to the rear of the field on the restart. The term “involved” is at the discretion of Gresham Motorsports Park officials.
9. Cars must report to tech area or victory lane as directed by Gresham Motorsports Park officials. Failure to report to tech area will result in disqualification.
10. Team members must not go on the racetrack for any reason. All repairs must be performed in pit area.
11. No car may pass the pace car or race leader unless instructed by track officials. Any car illegally passing the pace cars or race leader will be assessed a 1 lap penalty.
12. No car will be allowed to continue in the race event should track officials deem the car is a hazard to other competitors or race fans.
13. Any driver who attempts to bring out a caution or intentionally causes a caution will be assessed a 1 lap penalty.
14. Cars must take the checkered flag on the racetrack in order to claim the win. Any rain out or stopped event because of track conditions or curfew at one lap past half way will be considered a complete race.
15. Any car not obeying the stop and go sign on pit road will be black flagged and return to the pits for a “Stop and go” penalty.
16. Cars must maintain a reasonable safe speed while in the pit area.
17. All race procedures are subject to judgment calls by track officials, as they may deem necessary. These judgment calls are considered final and non-appeal able and non-litigable.
18. All cars must be able to maintain a minimum lap time of no less than 2 seconds a lap less than the leader. In the event that a car cannot maintain a minimum speed they will be sent to the pit area for the remainder of the event.
19. ***Any car involved in 3 cautions will be sent to the pits for the remainder of the event.***

D. Scoring

1. The chief scorer will be responsible for the timing and scoring of each event.
2. The finishing order will be posted within 20 minutes after the event is completed at a designated area. This order is unofficial pending tech inspection and final scoring. It is the responsibility of each team to bring to the attention of the series director, race director or chief scorer that they request a scoring recheck. Teams have 30 minutes to request a scoring recheck after the results have been posted, otherwise the scoring for that particular event will be considered “official” and finishing will stand as posted.
3. In the event that a scoring recheck has been requested and the team is still not satisfied with the outcome, the team may “protest” scoring. To protest scoring requires a \$250.00 non-refundable fee, which must be presented to the Chief scorer, race director or immediately following the results from the recheck. An additional inquiry into scoring will be made and the findings will be shown to the team. Once this is completed the scoring is final.

E. Inspection

1. All vehicles will be inspected during the course of the event at the discretion of the tech director. All Inspections will be performed as designated by the tech director and may vary from event to event.
2. Cars, parts and or equipment will not be considered as having been approved by having passed through inspection at any time or number of times unobserved or undetected.
3. Rules are “No Tolerance” unless specified. Failure to comply with Gresham Motorsports Park rules may result in disqualification from qualifying position, finishing position or the event entirely.
4. All Gresham Motorsports Park approved weighing, measuring, testing devices and procedures used by technical officials are the standard that determines a vehicle compliance with Gresham Motorsports Park rules and regulations. No other



Gresham Motorsports Park
2012 Truck Rules and Specifications Package



- equipment or device may be used unless approved by the tech director. The decision of rules infractions during post qualifying or post technical inspections as imposed by tech director shall be final.
5. Gresham Motorsports Park officials reserve the right to confiscate any illegal and /or unapproved part(s).
 6. Any use of components utilizing mercury shall be deemed to render the vehicle ineligible to compete in the event and such violation shall be reported to the proper authorities.
 7. Gresham Motorsports Park officials reserve the right to impound the racecar at any time.
 8. Any crate or sealed motor found to be illegal will be confiscated as one piece.
 9. If the competitor being protested is legal, that competitor will receive the entire amount of the protest fee. If the competitor being protested is illegal, the entire protest fee will be returned to the competitor filing the protest.
 10. The decisions made during the protest and the conduct in which the protest is handled is at the sole discretion of tech director.

F. Penalties

1. Penalties for violation of Gresham Motorsports Park rules are determined by the gravity of the violation and its effect on the fairness of competition, the orderly conduct of the event and the interest of stock car racing and the series. Such penalties may include, but are not limited to, Disqualification, Suspension of a membership or license privileges, fines and or loss of points. The series director may use the following as guidelines for imposition of penalties in the situations described below, but these guidelines shall not limit the authority of the series Officials.
 - a. Any competitor that performs an act or participates in actions deemed by any Gresham Motorsports Park official as detrimental to automobile racing or to series, fine of at least \$ 250.00 and competitor may also be sentenced to suspension and/or loss of points.
 - b. Any competitor who permits anyone else to use his/her pit permit; Fine of least \$250.00, and/or loss of points.
 - c. Any competitor who signs the release sheet or competitor pit permit for anyone else; a fine of at least \$250.00, and/or suspension, and/or loss of points.
 - d. Any competitor who assaults or threatens to do bodily harm to any Gresham Motorsports Park Official or persons serving under their direction; a minimum fine of \$1,000.00, and/or suspension, and/or loss of points.
 - e. Any competitor while participating in an Gresham Motorsports Park event partakes of any alcoholic beverage, stimulating, depressing or tranquilizing drugs or is otherwise under the influence; will result in a minimum fine of \$500.00 and suspension and loss of points.
 - f. Any competitor who participates in fights in the pit area, or on the premises; a minimum fine of \$500.00, and/or suspension, and/or loss of points.
 - g. Any car found to have traction control (working or not); a minimum fine of \$5,000.00 and loss of points for the year.
 - h. ***All drivers will be held accountable for the action of their crew and crew chiefs at all times.***
2. Race and Pit Procedures Penalties
 - a. Rear of the field
 1. Involved in the accident or stopping on the track resulting in a caution.
 2. Speeding through the pit area.
 - b. Stop & go Penalty
 1. Jumping the start or restart.
 2. Run the stop & go sign on pit road.
 3. Start out of position.
 - c. Lap(s) or time penalty
 1. Unauthorized pass of the pace car.
 2. Failure to obey Officials or flag man.
 3. Intentional causing a yellow flag.
 - d. Black Flag
 1. Work on car while on the track.
 2. Ignore the black flag.
 3. Rough or reckless driving.
 4. Actions deemed detrimental to auto racing.



Gresham Motorsports Park
2012 Truck Rules and Specifications Package



3. Appeals

- a. A car owner or driver may file an appeal against any penalty or fine imposed by the Gresham Motorsports Park Race Director, provide that the individual submits intent to appeal letter to the Race Director with five (5) days of the penalty notice.
- b. Appeals must be in writing and accompanied by the non-refundable appeal fee of \$750.00.
- c. The Board of appeals shall be responsible for the timely and orderly disposal of such appeals. The board shall be comprised of competitors or Officials at the discretion of the series director. The time and date of such hearing will be as soon as possible at the Race Director's sole discretion.
- d. Three members shall constitute a quorum
- e. The hearing will be conducted in the manner best suited to the relevant facts.
- f. The appellant may file a final appeal against the Gresham Motorsports Park Commissioner. She/he may review information concerning the appeal and the decision may be based on that evidence or may hold another hearing.
- h. Neither the board nor the Commissioner shall order an event to be rerun.
- i. Race procedure calls are considered judgment calls and are non-appealable.

G. Points

1st - 50	2nd - 45	3rd - 40	4th - 35	5th - 30	6th - 25
7th - 20	8th - 15	9th - 10	10th - 5	11th - 3	12th through the field - 3