

Flatlanders

Saskatchewan/Alberta Truck Stock Rules

Rules revised on Jan.1/2016

1. **Safety Equipment:** 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. Rules apply at all times truck is on the track.

1. Mandatory **Drivers suit or fire retardant coveralls**, either Nomex or Proban and must have a fire Safety S.F.I. stamp of approval. A second layer of clothing must be underneath the fire suit. Two layer fire suits are highly recommended. Suits must be in good clean condition, free of oil and stains.
2. **Mandatory fire retardant neck brace, fire retardant gloves and shoes.** (Mechanics gloves are not fire retardant). Recommended: Fire retardant head sock and underwear and collapsible steering shaft.
3. Full face shield Snell rated **SA2010 helmet or higher (Cannot be older than 2010)**
4. Mandatory **fire retardant Roll bar padding** required in drivers compartment anywhere the driver can come in contact with it(**Wet noodles are not allowed**)
5. Mandatory side window net. Minimum 16 inch by 20 inch ribbon or mesh style, and must be mounted so latch is at top of window.(**Can't be weathered or frayed**)
6. Minimum 3 inch wide **SFI-approved 5 point safety belt assembly** required (Y-TYPE shoulders harness not allowed) must be mounted securely to roll cage, dated to be more than five years old & in good condition.
7. **Fire Extinguisher:** Race truck & teams must have an approved fire extinguisher in pits (Minimum 20 lb BC rating), with a recharge slip dated back no more than **One year**. Fire extinguisher must also have a recharge gauge on it. Must be located at the center of the dash for easy access from either side. Must be painted red to stand out.
8. Kill switch required within easy reach of driver (and or safety crew)
9. Kill switch to be 3 pole style, wired to the distributor, security mounted.
10. **Any safety issues are at the discretion of tech officials.**

2. **FRAME:**

1. Any American OEM full body rear wheel drive ½ ton truck, 1973 or newer full frame.
2. Regular cab long box or supercab short box trucks only.
3. Minimum 125 inch wheelbase and Max length 144 inch, maximum 1 inch difference from side to side.
4. Frame must match body – GM to GM, Ford to Ford, Dodge to Dodge – and wheelbase to wheelbase.

5. No objects may be welded on the vehicle, such as trailer hitches or any reinforcing.
6. No 4 X 4 or all-wheel drive

3. ROLL CAGE:

1. Electrically welded only.
2. Main cage must consist of continuous hoops minimum 1.75 inch O.D. tubing with a minimum wall thickness of 0.095 inch, low carbon or mild steel recommended.
3. Four post cage required, front down bars and rear hoop must be welded to OEM frame, (should locate cage to cab of truck and cab of truck to frame). **Two rear bars to back of box from outside top corners of roll cage to frame no further than one foot behind rear axle. One supporting halo bar required.**
4. Driver's head must not protrude outside cage with helmet on.
5. Rear hoop must have "X" brace, consisting of one full horizontal and one full diagonal bar, minimum 1.25 inch O.D. with 0.083 inch wall thickness. Must consist of one horizontal dash bar connecting the two down bars and one diagonal bar from top corner to opposing bottom corner. (Driver seat towards passenger floor back corner).
6. Front down bars must be tied together; passenger side front down bars must be a maximum 11 inches in from top of door panel.
7. All roll cage on super cab trucks to be no more than 6 inches behind the door post.
8. No brazing or soldering allowed.

4. DOOR BARS:

1. All door bars and uprights must be minimum 1.75 inch O.D. with 0.095 inch wall thickness.
2. Minimum four door bars driver side and three bars passenger side, parallel to the ground, and perpendicular to driver.
3. Minimum 4 uprights tied from frame to top door bar on driver side, and minimum 3 uprights on the passenger side.
4. Front and rear bars considered as 2 of the 4 uprights, (door bar height spaced in relation to door panel/cab)
5. Steel door plates, 18 gauge minimum thickness, to be securely welded to outside of door bars on driver's side. Plates must cover area from top of door to rocker panels and fro, rear down post to 5 inches in front of driver seat. Must be visible for inspection.
6. Door plate can be full-size or sectioned, but must be securely welded on the outside of door bars. Can drill sufficient size holes for mounting roll bar padding.
7. No spot welding.

5. BODY:

1. All bodies must be unaltered OEM, or OEM replacements in OEM location and match frame, hand built panels allowed, to appear stock appearance, made of 22 gauge steel only.
2. **No** ground effects or skirting altering OEM appearance.
3. All flammable materials must be removed from interior of truck **including plastic and insulation**

4. OEM steel hood only must be securely fastened with 4 hood pins hood mandatory on the race truck while on the race track. (Must be fastened minimum of 4 points)
5. Hood must be separate from fenders.
6. Front inner wheel wells may be removed; inner rear wheel wells and box floor must remain intact.
7. No overlapping or shortening of body panels.
8. All glass must be removed, all windows must remain open.
9. Maximum 7 inch metal sun visor allowed across top of windshield opening.
10. All doors must be securely fastened.
11. Fender and quarter panels may be trimmed for tire clearance ONLY.
12. Stock tailgate must be welded or bolted shut
13. No reflective body panels.
14. All trim, headlights, markers lights, grill or any plastic and glass that could be lost or broken on the track is to be removed.
15. No matching team paint jobs, without track approval.
16. Numbers:
 - a. Numbers must be painted or vinyl on both sides of the truck and on the roof, (read from the right side) in a color offering district contrast to the color of the truck.
 - b. Numbers must be a minimum of 18 inches high and 3 inches wide, solid colored with mandatory border.
 - c. Numbers must be legible, subject to approval of head scorekeeper, failure to do so can result in loss of points.
 - d. No trick lettering on numbers.
 - e. Mandatory smaller numbers on front and rear to aid in line up.

6. DRIVER COMPARTMENT:

- Minimum 3 windshield bars in front of the driver, and a mesh screen covering 2/3rd of the window to protect the driver from fly rocks and debris.
- Aluminum wrap around high back racing seat only, and must be securely bolted into the cage.
- Driver must be sealed off from track, driveline, engine, fuel cell and fuel line.
- Dash not to extend more than 24 inches back from center of lower windshield openings.
- Dash must be flat, rear can be no higher than front, except for cowl in front of driver.
- All holes in firewall and floor must be covered with 22 gauge steel.
- Door may be gutted
- No other interior tin covers
- No cutting out of firewalls, roof, floors, kick panels, rocker panels, except for roll cage clearance.
- No mirrors of any kind.
- No loose objects will be allowed in the driver's compartment.

7. FRONT SUSPENSION:

- All components and mounts must be steel, unaltered OEM, and match frame.
- OEM rubber A-frame bushings only.
- Upper A-frame mount must remain OEM and cannot be moved.
- Stock anti sway bars only on front end, with correct OEM stock size and location for that make, model and year of truck.
- Press-in lower ball joints may be tack welded.
- No aftermarket ball joints
- No spring spacer, chains or cables.

8. STEERING:

1. All components must be steel, unaltered OEM, in OEM location and match frame.
2. OEM steering column may be replaced with collapsible steel steering shafts.
3. Steel knuckles only.
4. Mandatory Quick release – steering wheel and quick release may be aluminum.
5. Center off steering wheel must be covered with energy absorbing material.
6. No steering quickeners or remote power steering reservoirs.
7. No Rack and pinion.

9. SHOCKS:

- One unaltered steel, non-rebuildable, non-revalveable, with steel welded bearing shock per wheel. OEM shock or part no. Monroe SSF, SSC,SSE, Pro-W-bs, Afco 1200 or 1400, Bilstein 6100 Series. All other shocks must be pre-approved by race officials at race day.
- No coil over shocks, air shocks, remote reservoir shocks.
- No Schrader or bladder type valve allowed.
- No coil eliminators.

10. SPRINGS:

- One steel spring per wheel only in OEM location.
- All coil springs must be a minimum 4.5 inches O.D. and non-progressive.
- Right and left coils must have stock OEM dimensions.

11. REAR SUSPENSION:

1. All components and mounts must be steel, unaltered, OEM and in OEM location and match the frame.
2. Stock anti sway bars only on rear end, with correct OEM stock size for that year.
3. OEM rubber leaf spring bushing only.
4. No spring sliders.
5. No independent rear suspension.

6. No aftermarket panhard bars, spring spacers, chains or cables.
7. Spring rubbers allowed.

12. REAR ENDS:

1. OEM or OEM replacement (recommended) solid steel axles only.
2. 9 inch Ford rear ends allowed, but must be mounted like OEM rear end (centered) for that make and model.
3. Wheel bolt pattern may be changed on axle.
4. All rear ends must remain with the same gear they started with, no changing of gears after you arrive at the track.
5. A one inch inspection hole in the housing required.
6. No lighter ring gears, housings or carrier.
7. No floating rear ends.
8. No torque dividing differentials.
9. Full spools or posi rear ends are allowed.
10. OPTIONAL: Mini spools and welding of spider gears.
11. Seals in axle tubs recommended.

13. BUMPERS/RUB RAILS:

1. Bumper must be approved OEM in OEM location, capped to fender with steel, welded or bolted (3/16 X 4 inch steel plate.)
2. Bumpers may be reinforced from behind or inside body "NO" visible bracing.
3. Rub bars will be permitted on the door pane, are to be between front and rear wheels.
4. Left hand side and right hand side bar may be mounted parallel or with a slight angle to the chassis. Approximately half way up the door, no sharp edges allowed on bumpers, rub bars, or bolts and must remain flush with the body of the truck.
5. No other bars allowed on the outside edge of the body.
6. Mandatory - tow hooks, straps or chains must be mounted to frame both LHS and RHS in the front and one in the rear of the truck.

14. TIRES:

1. We remind you that we are looking at the cost factor of this division and the longevity of the tire wear.
2. Tires will be branded DOT radial or approved bias 15 inch tires, it is not recommended to mix bias and radial tires on a vehicle.
3. 255/60R15 maximum tire size allowed.
4. The only bias DOT tires from American Racer allowed is the American G-60-15(4)
5. The only bias tires from Hoosier are the G60 36020 or 36019 tires.
6. No snow or all terrain tires.
7. No softening, tire studs, conditioning, siping, grinding or grooving of tires.

WHEELS:

1. The wheels of the truck must be steel DOT rims. 2,3,4 inches back spacing allowed, with a maximum rim width allowed of 8 inches (15 X 8)
2. All 4 wheels to have 1 inch wheel nuts only.
3. Tire rule subject to changes and review throughout the season and at the end of each season.
4. Information and data will be collected on the tires throughout the season.
5. Must see at least 3 full thread of stud when wheel and nuts are mounted on vehicle.
6. No racing light weight wheels, aluminum or magnesium wheels allowed.
7. Bead locks are allowed on right side of truck only.
8. Minimum weight of 21 lbs.

15. BRAKES:

1. Steel, unaltered OEM, or unaltered OEM replacement, operative 4 wheels, disc (front) and drum (rear) brakes allowed.
2. Must match frame or rear end.
3. Full OEM backing plates, no aftermarket brakes.
4. Master cylinder must be in OEM location.
5. No antilock brake systems.
6. No aftermarket brake pedals assemblies, brake shut off or bias adjuster.
7. Steel brake lines only, must be visible.
8. OEM diameter caliper piston only.
9. Vented rotors only, no scalloped or ceramic coated rotors, measuring no less than minimum thickness.
10. No floating brakes.
11. Mandatory running light in the rear window will be required for the night racing.

16. EXHAUST:

1. OEM cast iron exhausts only.
2. Exhaust systems must be mounted in such a way as to direct gasses away from the cockpit and away from areas of possible fuel spillage (behind the driver and towards the ground)
3. Exhaust pipes from the manifold cannot exceed 3 inches O.D. in size and can run a maximum of 3 inches O.D. throughout the truck to back of cab.
4. No exhaust sensors.
5. No header allowed, cast or steel.
6. No internal porting, polishing, grinding of any kind on exhaust manifolds.
7. Muffler noise at most tracks is 95 DBA @ 100 feet.
8. Zoomies will be allowed.

17. FUEL SYSTEM:

1. Mechanical OEM type push rod fuel pumps only or electric fuel pumps are allowed however they must have a murphy switches. All lines from fuel pump to carburetor must be in steel line, when necessary lines also insulated for heat protection.
2. Racing fuel cell required with a maximum 22 gallon must be in minimum 20 gauge steel container. Must be securely fastened in the box of the truck, must be mounted between the rear wheel wells, not to be further back then the rear side of the wells, not to be moved forward that the drive shaft could lift up and hit it. With 2 solid steel straps around entire cell, 2 inches wide and minimum 0.125 inch thick.
3. Fuel cell should be on top of box bed and not recess into the box. One small hole maximum 6 inch by 6 inch for drainage of fuel spillage, with clearance to rinse underneath fuel cell, Key: drainage holes. All cell mount must be steel, securely mounted with plates under the box, no washers. No adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valve. If fuel cell does not aircraft style positive seal filler neck cap system – a ball type filler rollover valve is required. A fuel cell over flow hose must go 2 inches below the box bed, and fastened at the bottom of the cell, even if rollover valve is in place. No fuel lines or filters may be routed inside the cab unless sealed in steel pipe or conduit. All fuel lines must be metal or braided steel flex line.
4. One fuel filter only.
5. No cool cans.
6. No top flow air cleaner housings, cold air boxes or air cleaner duct work.
7. No fuel injection, propane or natural gas.

18. FUEL:

1. Pumped Gasoline only, No E85, premium allowed.
2. No racing fuel.
3. No performance enhancing or scented additives.
4. Fuel must pass both dielectric meter and chemical tests.

19. WEIGHT:

1. Truck must weigh a minimum of 3500 lbs with driver.
2. 3500 pounds must be distributed evenly.
3. No titanium, magnesium or carbon fiber products.
4. No gun-drilled, tubular, hollow bolts or studs.
5. Steel fasteners only.
6. Ballast weigh rule: weight that is needed to be added and location to meet minimum 3500 pounds must be approved by tech/race facility. This is the only added weight rule.

20. BATTERY/STARTER:

1. One 12 volt passenger car battery only, must be securely mounted above the frame rails, (1) and positive terminal must be covered.
2. Battery must be in Marine type case and located directly behind the cab of the truck. Preferred on right side of box.
3. One strap over the battery required.
4. Starter must be in OEM location.
5. Truck must have capability of starting without being pushed or pulled, and leave the staging area on demand, unaided.
6. All cables should be protected from heat damage, and shorting out due to cable wearing.
7. Master safety switch is talked about in rule 1. Safety Equipment.

21. GAUGES/ELECTRONICS

1. No unapproved cameras, transmitting or listing devices allowed in the truck or in the pits by the crew.
2. No timing retard controls or digital gauge (including tack).
3. No electronic monitoring computer devices capable of storing or transmitting information except analog tach.
4. No ignition control boxes. OEM ignition only.
5. All ignition rotors, caps, coils and modules must remain OEM-type.
6. No electronic traction control devices.
7. Approved cameras must be mounted inside driver's compartment only, away from driver and danger to that driver.
8. No wiring can be used other than for OEM stock purposes.
9. Race receiver will be mandatory for this division, may be rented or purchase.

22. TRANSMISSION/DRIVE SHAFT:

1. All forward and reverse gears must be operational, plus a neutral position.
2. With engine running and car in still position, driver must be able to engage car in gear and move forward, then backward.
3. Only OEM production transmissions allowed.
4. No "in and out" boxes or quick change devices allowed.
5. One steel OEM style/size flywheel or steel OEM style/size flex plate allowed must be bolted directly to end of crankshaft.
6. Steel drive shafts (minimum 2.5 inch diameter) and slip yokes only.
7. Drive shafts must be painted white and have the truck number on it.
8. 360 – degree driveshaft loop required and must be constructed of minimum 0.25 inch by 2 inch solid steel, or 1 inch tubing, mounted 6 inches back from front U-joint.
9. MANUAL:

- a. Must be unaltered OEM stock to make and model of truck, 3 or 4 speeds, with minimum 10.5 inch steel/organic single disc-type clutch and steel pressure plate assembly inside an explosion proof steel bell housing.
- b. Must have approved scatter shield constructed of minimum 0.125 inch by 4 inch steel.
- c. No multiple disc assemblies.
- d. Transmission, clutch and fly wheel must be stock steel unit only.
- e. No turned drilled, aluminum or special speed equipment fly wheel permitted.
- f. No lightweight bell housing.
- g. Steel unaltered flywheel only, no aluminum flywheel.
- h. Manual transmissions must have all forward and reverse gears as originally produced for that specific truck engine combination.
- i. No internal/external lightening of transmission.
- j. No ram clutches.

10. AUTOMATIC:

- a. Must be unaltered OEM, with OEM pump, original bell housing and minimum 11 inch diameter torque convertor containing a minimum of 3 quarts of fluid.
- b. Stock torque convertor must be retained, in stock working order with operational internal parts.
- c. No splined drive flange coupler allowed.
- d. No manual bump starts allowed.
- e. Flex plate must be full, unaltered OEM or OEM replacement.
- f. Must be unaltered, two or three speed, OEM production case with a functioning OEM appearing pump.
- g. Original OEM bell housing must have approved scatter shield constructed of minimum 0.125 inch by 4 inch steel, 270 degrees around flex plate.
- h. Only external lines allowed are for transmission cooler.
- i. Must be OEM 3 or 2 speed trans only.

23. ENGINE COMPARTMENT:

- 1. Engine must be in OEM location or moved forward.
- 2. Engine mounts holes cannot be removed or altered on block. After market steel engine mounts allowed.
- 3. RADIATORS:
 - a. Radiators must be in stock location and minimum 2-core radiator; overflow must be directed to the ground.
 - b. Only one radiator per truck.
 - c. Aftermarket aluminum radiators allowed but no double/triple bypass racing radiators allowed.
 - d. Safety accessory cooling device allowed.
 - e. You may install radiator protection no longer than 2 inch O.D. standard pipe or tubing. 1/8 inch wall thickness.

- f. Braces to be attached to frame forward of upper “A” frame and not forward of bumper.
4. TRANSMISSION COOLER OPTION:
- a. All transmission cooler to be located in the engine compartment or on the box floor of the truck located in a manner in which any driver’s will not get sprayed.
 - b. All lines should be steel **or in steel conduct.**
 - c. Electric fans allowed on transmission coolers.

24. ENGINE SPECIFICATIONS:

1. Maximum engine size range from the Chevy 350, to the Dodge 360, and Ford 351.
2. Maximum over bore .060
3. No GM bowtie, Ford SVO or Chrysler W components allowed.
4. Engine must remain in stock location.
5. A tie down strap or chain **must be** used to secure the engine to frame rail.
6. Completely stock flat top piston, retainer and valves only.
7. Any stock OEM timing chain allowed.
8. Stock OEM or oval oil pans only, with a 1 inch inspection plug.
9. Oil pans to be checked each season.
10. Cam shaft lift and duration has to be stock to motor and engine must be able pull 15 inch of vacuum at idle. All trucks will be tested for this.
11. OEM or OEM replacement steel crankshaft only – cannot be lightened (no arrowing, bullnose, knife edge, undercut or drilling of second or third rod throws allowed) **or windage trays.**
12. OEM or OEM replacement steel rods only – GM 5.7. Cap screws allowed.
13. Conventional flat tappet cam/lifters only, cannot alter lifter bores.
14. OEM firing order cannot be changed (GM: 1-8-4-3-6-5-7-2).
15. Cam shaft must be hydraulic with maximum lift .450 and Maximum duration of 280 degrees.
16. No: Aluminum heads, intakes, flywheels, or blocks.
17. No: porting, polishing, match porting, grinding of any kind on heads, or intakes.
18. No: single valve relief piston.
19. No: Inter marriage of crank shafts to change stoke, no stokers or Chevy angle plug heads & 1.6.1 rocker, or roller tip rockers are not allowed.
20. No: mushroom step lifters, must be able to remove lifter from top of gallery at any time.
21. No: variable lifters, hi intensity hydraulic lifters, or racing style of lifters allowed. (Spot checks will be done each season; you may want to carry extra gaskets)
22. No: dry sump systems, no racing enhancement oil pan (windage/or knives) or adaptors.
23. No: compression ratio over 10 to 1.
24. Aspirations: Carburetion is any stock OEM truck 2 or 4 barrel carburetor on stock truck 2 or 4 barrel cast iron manifold. **600cfm carbs allowed, Holley, Edelbrock, and adapter plates allowed.**(2015-06-7) 2 barrel carbs on 3 barrel manifolds & 4 barrel carbs on 4 barrel

manifolds. Air cleaner should be stock 2 or 4 barrel, may remove snorkel and excess metal, may use foam pre filter around outside. **No open top filters.**

25. One filter only and must fit original air cleaner housing. Truck must have air cleaner on, when on the track (acts as a flame arrester).
26. No: performance enhancing air cleaners, adapters or cold air injection or induction systems.
27. No cutting of hood for air cleaner of air enhancement.
28. No turbo chargers, **or super charger or NOS.**

26. POINTS STRUCTURE/PROCEEDURES: To be determined by the race facility at the start of each season.

27. TEAR DOWN RULE:

- **\$500 tear down, must be done within 10 mins of feature race, contesting vehicle must finish on lead lap.**
- **If vehicle is found cheating the person doing protest will receive his money back. If found not cheating the protestor person loses his \$500.00 and \$500.00 is given to tore down car.**
- **The track retains the cheating parts.**

28. EIRI (Except in rare instances) Decisions of officials are final and binding without exception. In some cases, track safety rules may take precedence over rules – any discrepancy between officials and track rules should be brought to the attention to of the owner. (OEM also includes stock aftermarket replacement parts as approved by Tech). 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 these events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have compiled with these rules. **NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FORM 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 ALTERATOIN OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials.

**AMENDMENTS TO THESE RULES MAY BE MADE AT ANY TIME IF CERTAIN TYPES OF TRUCKS ARE
DOMINATING.**

FOR FURTHER INFORMATION OR QUESTIONS REGARDING RULES, SEASON SCHEDULE, OR MEETING
DATES, PLEASE CONTACT:

Flatlanders Racing (306) 463-RACE (7223)