

# ASA Midwest Truck Tour Rules

**UPDATED 1/19/2012**

**All updates are in BOLD RED AND BLACK PRINT**

**NOTE: The Chevrolet 602 Crate Engine will be the ONLY engine package allowed in 2013. All current combinations will be allowed in 2012 at a weight penalty listed in the weight section.**

**Anyone purchasing a NEW Chevy Crate Engine (602) must have the engine shipped direct to REDI in Madison, to be un-crated, and sealed. Dyno'ing or inspection is NOT REQUIRED on new engines in a crate.**

**ALL 602 Crate Engines must be purchased from GM Performance Parts Preferred Dealer Gandrud Chevrolet by contacting Chris Slack at 920.371.1051**

**NO 602 Crate Engine may be rebuilt for competition and must be registered prior to the beginning of the season. Minor engine failures may allow for repair at REDI in Madison. Ie (broken or bent valves, rocker arms, push rods etc.) This may only be done if approved by Tim Olson prior to it arriving at REDI.**

**Note: All "other" truck racing organizations are welcome to race in the ASAMTT. You can contact our tech staff for details but you are always welcome to join our events.**

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. They are intended as a guide for the conduct of events and are in 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 or her opinion, does not alter the purpose of the organization. Deviation of these guidelines and or regulations will be the responsibility of the ASA Midwest Tour series officials, whose decisions are final.

## Body

All bodies will be fiberglass or aluminum. All bodies must be from official approved Supplier. All bodies must be approved ASA Midwest Super Truck styles and must be official approved. Must meet templates.

No carbon fiber, kevlar or light weight body panels allowed. Lightening Light bodies **ARE** allowed, however, NO downforce NOSES or wedge style bodies allowed. Must meet Five Star Bodies template rules and heights.

1997 though Current Chevrolet

1997 though Current Ford

1997 though Current Dodge

1997 though Current Toyota

### Nose

79 ½ inch max width

4 inch min height

No other bars in front of nose

Nose must be used as supplied (no aero noses) by body manufacturer

### Roof

56 inch min height

10 inch's back from top center of windshield.

No Extended cab type bodies

### Windshield

Angle not to be less than 37 degrees measured in the center of windshield

Must be 0.125 lexan

Must have 3 front windshield braces

### Rear Window

Must be installed and must be lexan.

### Side windows

None Allowed Must have 16 inch min window opening. Max 10" vent window allowed.

### Hoods

Must meet body manufacturer templates, Stock appearing body panels only.

Must seal to the wind shield

No hood scopes allowed

Max 2 ½ X 20 inch rear intake opening for air intake at center of back of hood

No other holes in hood

### Rub Rails

1 inch max painted body color with capped ends and tight to body panels and securely mounted to frame

### Bumpers

must be steel and must be behind nose and tail panel

Must have tow hooks on frt. and rear bumpers

### Tail gates

must be complete as shipped from manufacturer and with NO HOLES. Most tail gates will also include rear bumper covers and must remain as shipped.

### Rear Spoiler

5 inches X 65 inches and is mandatory

No lips or wicker bills on spoilers

Must remain straight with no curved spoilers

Must have min angle of 75 degree

Must be **LEXAN AND CLEAR ONLY**

Beds must be covered with sheet metal, aluminum or fiberglass and must open for inspection and filling with fuel. Must have at least a 24 inch opening for inspection and fuel filling. No external fuel filling inputs allowed. Fuel and inspection cover must be secured by hood pin style fasteners.

Fenders and quarter panels must be as supplied from body manufacture and must be cut to allow proper wheel openings. Must be official approved.

You may not mix and match body panels for trucks. (ie. Ford/Chevy Mix) You must use only one (1) manufacturer.

Minimum ride height on any body panel is 4 inches.

#### INTERIOR

Interior sheet metal from the top drive shaft tunnel must remain flat or rise on a plane to passenger window opening with a maximum 4" window ledge.

No 'boxed in' or 'tunneled' driver compartments.

No plastic or composite material may be used inside the driver's compartment.

The driver's compartment must be fully enclosed around the driver.

No shelves or tunnels.

A securely mounted, 1/8 inch steel one piece protective plate wrapping around left side of the drive shaft from floor bottom. Must have two drive shaft safety hoops.

#### **Frames and Suspension**

Two types of frames will be used in the ASA Midwest Tour Super Truck Series. One is a tube type chassis and the other is a stock frame chassis. **THE TUBULAR FAB STYLE CHASSIS IS THE CHASSIS OF CHOICE AND RECOMMENDED.**

Following are the minimum specification requirements for roll cage construction approved for ASA Midwest Tour competition. ASA Midwest Tour Officials reserve the right to sonic test any or all, structural chassis members at any time during a sanctioned event. Structural chassis member(s) found in violation of minimum requirements render that chassis ineligible for competition until minimum standards are met or exceeded. Drilling holes to lighten any part of the body, chassis, suspension or bolts is not permitted. Only steel round; rectangular or square tube is approved for roll cage or chassis construction of any main or supporting sub-structures. Wall thickness; size and/or diameters are specified where necessary.

Frames may be Stock or Fabricated or any combination of both.

Main frame rails must be minimum 2"x3" rectangular tubing, with a minimum wall thickness of 0.125 steel."Main frame rails must have an "X" brace between them.

Front and rear stubs must be mounted on chassis centerline.  
Minimum Frame height is 4" with driver out of the truck.  
Wheel base will be 108 minimum and 112 Maximum  
Tread width 65 inch maximum with referee at center of spindle.

### Roll Cage

4 post roll cage required, see Roll Cage Diagram for suggested design.  
Main hoop and both A pillar bars must attach to the Main Frame Rails.  
4 Curved Door Bars are required on the driver's side, equally spaced from the Main Frame Rail up to the Driver's Shoulder. Two vertical braces between each bar and to the Main Frame Rail are also required. An 18"x24"x1/8" thick steel plate must be welded to the outside of the Driver's Door Bars.  
Passenger Side Door Bars currently "X" bracing is legal but 4 Curved Bars may be required in the future in order to conform to National Rules. Main Hoop, both A pillar bars, Shoulder Bar, Dash Bar, Drivers Door Bars, Passenger Door Bars, Roof Hoop, and Rear Down Tubes must be minimum 1 3/4" diameter 1018 mild steel tubing with a minimum wall thickness of 0.095". 2 Rear Down Tubes must attach to the top of the Main Hoop and to the Rear Stub behind the axle. Front Engine Hoop must attach to the Main Cage near the intersection of the Dash Bar and A pillar bars, and to the Front Stub forward of the axle. Top of cage to bottom of frame minimum 47 1/2 inches, and top of cage must be within 6" of roof panel. Foot bars are required 1 1/2 inch X 0.95 wall Side halo bars must be centered in frame rails. Roof hoop shall be minimum 39 wide and 32 long.

### Suspension

Conventionally mounted 5 inch spring suspension or coil over suspension allowed.  
Shocks **Maximum price \$225.00** Penske 7100 maybe used.  
Shocks can be removed and inspected or dyno'd at any race.  
Only One (1) shock per wheel. The only part that can be changed is the shims for compression and rebuild. No higher priced pistons allowed then stock.  
Shocks must be conventionally mounted  
Rear suspension must be solid mounts no rubber bushings. No lift bar, 5<sup>th</sup> coil, stabilizer bars or no rubber loaded suspension parts.  
SPLINE BARS ALLOWED: MAX BAR SIZE 1.44 (1 7/16")  
Steel Spindles only.  
OEM style or aftermarket calipers allowed. ~~Max price 250.00~~ **2012 Price \$200** per caliper.  
**~~No floating hubs. Deleted~~**  
No Aluminum Upper or Lower Control Arms.  
NO Bump Stops on any part of the Front Suspension

### Engine Packages for ASA Tube Type Chassis

**Tube Style Chassis may only use the Chevy 602 or 604, and Wegner Spec in 2012. The 602 will be the only allowed engine in 2013. NO BUILT ENGINES allowed in tube chassis' during 2012. Built engines only allowed in 2012 in stock frame chassis**

### Engine Location

Engines must be located so that the furthest forward spark plug is no more than 2" behind the front axle centerline. Crankshaft centerline must be 11" minimum to ground front and back of transmission (1/2" tolerance).

**GM crate engine p/n 88958604 with ASA Crate Motor modifications optional.  
(Weight penalties applied, see below)**

**GM crate engine p/n 88958602 CCMP crate engine is PREFERRED with a #175lb weight break. No modifications allowed.**

**Oil Pan Change Out- Teams have the option to change oil pans on the 602 crate engine to allow for better clearance. The ONLY Pan allowed is the 6.5" CP 106 LTRB. This pan can be purchased direct through or delivered to REDI and MUST ONLY be installed by REDI in order for proper re-sealing of the engine. A minor pick up tube modification is required, please contact REDI for more info.**

**Call for details on Modifications for the 604 crate engine only.**

**ANY CRATE ENGINE THAT IS REMOVED AND FOUND TO BE OUT OF SPEC, TAMPERED WITH, OR EXCEEDS DYNO SPECIFICATIONS FROM REDI WILL BE CONFISCATED PERMANENTLY BY THE ASA MIDWEST TOUR.**

**ALL INSPECTION COSTS AND POST TECH DYNO COSTS ARE THE RESPONSIBILITY OF THE TEAM OWNER BEING TECHED.**

Crate motors will be inspected for correct parts, be prepared to remove seal bolts if necessary

Crate motors may be impounded for dyno testing. If power ratings are found out of manufacturer's specifications and tolerances you will be disqualified and your motor will be confiscated.

**The use of the Wegner ZZ 4 engine is allowed and must have proper sealing inspection bolts. This is a Wegner sealed engine complete with required spes. The Wegner ZZ4 engine was spec'd out by Wegner Automotive. This engine must be used**

as a package complete and can be removed and dyno'd for inspection purposes just like the crate motor. **This engine combination will be removed in 2013.**

#### Ignition

Stock style distributor type ignition only.

No crank triggers.

No traction control devices in ignition system or wiring.

**NO MSD BRAND IGNITIONS ALLOWED**

#### **2012 MANDATORY CRANE IGNITION RULE FOR 2012**

**Stock type HEI distributor with a Crane Cams module inside, # 1000-2510 ONLY!. These come from Crane with no rev limit pre set and will be set at the track by the tech officials. Officials can remove the race rev limit setting post event if you choose to do so. The REV LIMIT will be decided at each event by the Tech Director and set during pre-tech.**

**OPTIONAL: Teams may also run the Crane Cams part# 6000-6700, HI-6RC, and the correct matching coil Crane Cams part# 730-0192, PS92N.**

Mounting on right side of dash required.

#### Carburetor

Crate Engine - Holley 650HP P/N 80541

Carburetor size may be adjusted at any time to improve competition.

All Carburetors must pass all ASAMTT dimension tool specs.

Standard boosters only and must be tightly mounted.

Safety wiring of boosters recommended.

No vacuum leaks.

Choke horn may be removed. No other visible modifications allowed on or inside the Truck  
1" Carburetor Spacer plate allowed. 1 ¼ " including gaskets.

Must use single or multi-bore, straight bore spacer, No tapered spacers.

No turtles or other induction performance enhancing devices.

Two (2) returns spring mandatory.

An over-center throttle stop is recommended. No other systems allowed.

#### Exhaust

Headers allowed on all engines maximum retail value \$400.

No custom, homemade headers allowed.

No stainless steel.

Exhaust must exit behind driver and under Truck or through the right side body panels.

No Tri-Y or Merge Collector type exhaust allowed.

Mufflers are mandatory. Maximum of 2 mufflers allowed.

All Trucks must meet Track noise requirements, NO EXCEPTIONS, if the Track says you are too loud you will not race! 95 db max.

### KILL SWITCH/ELECTRICAL SYSTEM

On/off battery disconnect switch must be located on center bar as far forward toward the dash as the driver can reach and be easily accessible from either side.

Maximum 12-volt electrical system with one battery only.

Battery must be securely mounted outside the drivers compartment .

All Trucks must be capable of starting under their own power.

### Transmission/Clutch/Driveshaft

Any type of transmission may be used. Must be self starting and must have a reverse gear.

No drop out or lightened transmissions may be used. Internal Clutch style Bert and Brinn Transmissions ARE legal in 2012 at a 50 lb weight penalty. 7 ¼ minimum clutch only on all engine combinations. No carbon fiber clutch's allowed. All clutch components must be made of magnetic steel including flywheel. Must use bell housing and must have an opening to check clutch and components. Must use minimum O.D. 2 ½ inch steel drive shaft. Driveshaft must have 2 safety hoops as to ASAMT specs.

### Rear Ends

Rear ends must be passenger Truck, light truck (1/2 ton or less) or quick change. Quick change must have minimum ring gear diameter of 10". Iron or steel barriers and housings on passenger Truck and light truck rear ends.

Drive shafts MUST be magnetic steel only, minimum diameter of 2 1/2".

No aluminum or lightweight axle tubes.

No magnesium quick-change rear ends or bells. No titanium or other exotic metal allowed in rear end. All shafts and gears must be magnetic steel.

Rear ends must be locked (recommend spool lock).

No traction control devices or traction compensating differentials.

Full floater rear end is mandatory. All floater parts must be steel with the exception of the drive flange.

No gun drilled axles.

No cambered rear tubes, snouts etc. as to cause rear camber. Max Camber is plus or minus 1 degree.

### Radiators

Radiator must be of stock configuration and as close to stock location as possible.

All Trucks must have minimum 18-gauge fan protection covering upper 180 degrees of fan.

Minimum 2 quart overflow container required.

No radiator or fan shrouds protruding through hood.

No cooling system components inside of drivers compartment.

Electric fans allowed.

NO ANTI-FREEZE!!! Fine may result at official's discretion. No exposed cooling over flows must go to catch can

### Fuel Cells

Pump type fuel only. No alcohol or no E 85. NO ADDITIVES. A spec fuel maybe required. A maximum 22 gallon fuel cell must be used. Bladder REQUIRED.

Fuel cells must be mounted in steel container with a minimum of two 1"X 1/8 inch bands to hold cell in container must go completely around fuel cell except when can is used and then only need on top of cell . Straps must go completely around the fuel cell can. **Must have 1/8 inch steel can or steel plates on the sides and rear. An additional aluminum plate is recommended in front to protect from the rear end bolts.** See ASAMT rules.

Fuel cell and can must be mounted on centerline of frame and behind the rear axle.

Must have a minimum 11 inch clearance from the ground.

Only one fuel line permitted to transport fuel from cell to pump.

Fuel line must not run inside driver's compartment.

Mechanical Fuel Pumps only.

### Air Box

**NO COLD AIR INDUCTION AIR BOXES ALLOWED IN 2012  
TWO PIECE STEEL 14"inch O.D. AIR CLEANER COVERS ONLY  
Maximum air cleaner height 4" inches ONLY**

Air cleaner element may not be altered,sprayed or soaked with chemicals or any foreign substance

### Wheels and Tires

10-inch maximum width steel wheel.

All wheels must be full racing design.

3" minimum backspacing (offset).

No single center, flat back wheels.

Minimum clean wheel weight 19 lbs.

No wheel bleeders or bead locks allowed. Minimum 1" solid steel lug nuts.

5/8" solid steel studs must be installed with correct press fit. No welding of studs. Stud length must be at least flush with outside edge of lug nut.

Wheel mounting surface must be a minimum 7" diameter, full face, steel hub or use a minimum 7" diameter x 3/16" formed steel or 7"x 1/4" flat steel, full faced support plate or spacer.

No multiple spacers or plates. No spacer thickness more than 1/4". Minimum diameter for any spacer is 7". Spacers must be magnetic steel.

**Tire Rule. The tire choice will follow the Super Late Model Division in order to allow for practice tires and or racer take offs. This rule may be modified for special events**

**if the ASAMTT**, the promoter or the tire manufacturer deem it necessary for safety or other reasons.

Must start the feature on your qualifying tires.

No altering of tire composition. All wheel weights must be glued on and taped over for safety.

### **2012 Tire Rule Breakdown**

**1<sup>st</sup> Event 2012: 4 New Race Tires**

**2<sup>nd</sup> Event 2012: 4 New Race Tires**

**Mid Season Championship: 2 New Race Tires**

**ALL OTHER EVENTS: 1 New Race Tire**

**In order to receive ANY travel bonuses in 2012 you must purchase your required tire allotments. This will be tracked each and every race for verification.**

### Safety

In all matters pertaining to safety, Truck Owners, Drivers and Crewmembers must review and educate themselves in all safety standards. It is the responsibility of the Truck Owners, Drivers and Crewmembers to install, wear and maintain all safety equipment as specified by manufacturer's instructions. This includes, but is not limited to, helmets, fires suits, racing suits, gloves, shoes, flame-resistant underwear, flame-resistant head sock, head and neck restraint systems, driver's racing seat and safety belts. Any Safety infraction will deem the Truck ineligible for competition until the infraction has been repaired or corrected and the Truck re-inspected. Drivers wearing dental plates or dentures are required to remove them for any hot-track activity

### Drivers Seat

All driver seats must be manufactured by a recognized manufacturer of seat and safety equipment, multi-layer aluminum seat and approved by ASA Midwest Officials. Seats must remain "as purchased and produced", no holes or other modifications made for weight reduction. Homemade seats or sprint Truck type seats are not permitted.

Seat construction must be solid aluminum sheet material from the seat bottom to above the driver shoulder area; must be fully padded, with padded pelvis, rib and shoulder supports on both the left and right side. Exception – LaJoie seat where construction is such that rib supports are not required. A head restraint system, manufactured by a recognized manufacturer of seat and safety equipment, is mandatory and subject to ASA Midwest Tour Officials approval. Bolt on systems are approved for competition.

Seats must be equipped with left and right leg extensions, fully padded, running from the edge of the seat to the entrance of the foot box area.

Recommendation – a minimum 1/8" (.125-inch) thick steel plate be mounted on the front of backside of the rear hoop of the mid-section in front of the left rear wheel. Plate should extend from the horizontal shoulder bar downward the height and width of the driver seat.

## **Drivers apparel, Seat Belts and H&N**

All seat belt and shoulder harness systems must meet SFI Specification 16.1, type 1. Y-type shoulder belts are not approved for use. Seat belts and shoulder harness systems must have a production date within three years of the event date. A minimum five-point harness system is mandatory.

Competitors using the (recommended H&N Devices) HANS Device may use a standard three-inch (3") or the Schroth Racing two inch (2") wide shoulder strap. The Schroth Racing shoulder strap system has been specifically designed for use with the HANS Device. Schroth part numbers are Profi III-6FH; Hybrid III-H; Profi III-6H.

Shoulder harness belts shall not be mounted lower than the shoulder line of the driver or 10 degrees. All lap belt and shoulder harness mounting must be done with aircraft-quality bolts and washers. **See Illustration A.2 and A.3**

Use of head and neck restraint devices is **HIGHLY RECOMMENDED** for all hot-track activity. Approved devices are the HANS Device, LFT Technologies R3, Simpson and the Hutchens II Device. Driver uniform must be a multi-layer, full-coverage, one-piece fire-retardant uniform specifically designed for racing; fire retardant gloves; socks; underwear; and shoes.

## **Fire Bottles and Equipment**

A minimum five-pound (5) on-board fire suppression system, with multiple discharge points is **highly recommended** for series traveling competitors. Cold Fire recommended for cockpit usage.

## **Window Nets**

Left side driver window net is mandatory. Construction may be either wide-mesh or web-type safety net with mechanical release.

Net bar must be a minimum of .1875-inch (3/16") flat steel or .375-inch (3/8") round stock and run the entire length of the window net between mounting points. Mechanical release must be welded to the front or "A" pillar end of the bar. Spring-loaded releases are not approved for competition. Driver net must be secured in place and centered in the door area and must be secured to the upper roll cage horizontal member

## **Weight Rules**

**602 Crate Engine Left Side Percentage: 58%**

**ALL OTHER ENGINES Left Side Percentage: 57%**

-ASA 602 Crate Engine **2700**

-ASA 604 Crate Engine **2875**

-ASA Wegner ZZ 4 Engine with REDI Certification **2875**

-ASA Mid-Am Engine with 750 **2975**

**ANY TECH QUESTIONS:** Contact Tim Olson 612.327.5831