2023 SUPER TRUCKS RULES

$1000 fine for tire soaking $100 fine for antifreeze

ELIGIBLE MODELS Chevy C-10 GMC 1500 Dodge Ram Ford F-150

WEIGHT (total/right side)

Chevy ZZ4/603 and Ford 347JR engine: 2850/1250 lbs with driver. 6600 chip rule

Chevy 8604 Crate engine: 2850/1250 lbs with driver 6600 chip rule

Ford D347SR engine: 2850/1265 lbs with driver 6600 chip rule

Late Model Stock engine: 2850/1265 lbs with driver. 6800 chip rule

1. Minimum total weight 2,850 lbs. Right side weight must be 1,250 lbs. Weight will be with driver before and after race.

2. Trucks utilizing the HMS Enforcer (Harrington Spec) engine: Minimum total weight 2,850 lbs and right side weight must be minimum 1,275 lb.

3. Weights will be with driver before and after race.

4. When trucks are weighed after a race, only water in the radiator, 2 quarts of oil in the engine, and fuel as determined by race officials may be added. No wheels or tires may be changed.

5. Trucks must meet minimum weight after qualifying.

WHEELBASE

1. All models must compete with 110" to 112” on one side (+/- ½ inch on opposite side.) NO extra tolerances will be allowed.

TREAD WIDTH

1. All models will compete with a maximum tread width of 66”. Tread width will be measured from the inside of one wheel to the outside of the opposite wheel as raced or by other means such as the Referee.

GENERAL ENGINE REQUIREMENTS

Late Model Stock Engine

1. LMSC engine and component rules apply

ZZ4 Crate Motor (PN# 88958603)

1. Engine must remain completely stock except for valve covers and oil pan. See Late Model Stock NASCAR rulebook for oil pan rules.

2. Optional: GM 604 “Beehive” type valve springs may be used but be must remain as specified in the GM Performance Parts Circle Track Engine Technical Manual (No Aftermarket Springs). Shimming will be permitted to maintain 1.78" installed height as per GM Performance parts Circle Track Engine Technical manual.

3. Rockers Arm must be stock for ZZ4 engine.

4. Polylock rocker arm nuts will be permitted.

5. Crate motor technical specifications will be based on the GM Performance Parts Circle Track Crate Engine Technical Manual part# 88958668 revised 2012.

GM Fast burn 350/400 Circle Track Engine (PN# 88958604)

1. Engine must remain completely stock except for valve covers and oil pan. See Late Model Stock NASCAR rulebook for oil pan rules.

2. GM 604 Crate Motors may run any 1.5 or 1.6 aluminum self-aligning rocker arms with 3/8'' stud . A combination of 1.5 and 1.6 rocker arms is approved, however, 1.6 rockers must be on the intake valves with 1.5 rockers on the exhaust valves.

3. GM 604 Crate Motors without the new style 'Beehive springs' may use aftermarket retainers, keepers, locators/spacers, but all parts must be magnetic steel. Shimming will be permitted to maintain 1.78" installed height as per GM Performance parts Circle Track Engine Technical manual.

4. Crate motor technical specifications will be based on the GM Performance Parts Circle Track Crate Engine Technical Manual part# 88958668 revised 2012.

All GM 603/604 Crate Motors Option:

Option 1 - Rocker Arm GM part #19210724 and Adjuster Nut part #88961233 may be used.

Option 2 - Scorpion 1.5 Rocker Arm part #SCP1035 with matching Adjuster Nut may be used.

You may replace harmonic balancer with GM part #12551537 A .

030 overbore has been approved for the 603 and 604 Crate engine. The following Mahle pistons are approved:

Mahle part #930127800 = standard bore.
Mahle part #930127802 = .002 over bore.
Mahle part #930127805 = .005 over bore.
Mahle part #930127808 = .008 over bore.
Mahle part #930127820 = .020 over bore.
Mahle part #930127830 = .030 over bore.

Competition Cams Valve Springs part #26975-16 will be permitted.

Total Seal Piston Rings part #CR6264 or part #CR6264-5 will be permitted.

Main and Rod Bearings may be replaced with standard "P" bearings with no coating, heat treating or narrowed. All Crate engines may replace stock valves with Ferrera valves - part #F5001

All changes are Subject to change and can be adjusted as necessary

M-6007-S347JR Crate Engine

1. Engine must remain completely stock except for valve covers and oil pan. See Late Model Stock NASCAR rulebook for oil pan rules.

2. Crate motor technical specifications will be based on the 347 Series Ford Racing Tech Spec Manual.

Ford part # M-6007 D347SR engine

1. Engine must remain completely stock except for valve covers and oil pan. See Late Model Stock NASCAR rulebook for oil pan rules.

2. Crate motor technical specifications will be based on the 347 Series Ford Racing Tech Spec Manual.

ENGINE LOCATION

1. Center of the crankshaft must be within 1" of center of frame.

2. Front of crankshaft must be a minimum of 12" measured from the ground to center of front crankshaft balancer retaining bolt.

3. All engines 2" maximum setback from #1 spark plug hole to right side center of upper ball joint.

CARBURETOR

1. Late Model Stock engine will use either an approved Holley 2 barrel 450 cfm or 350 cfm Holley 2300 model #7448 Carburetor.

2. .750" thick maximum NASCAR LMSC approved aluminum spacer allowed between carburetor and intake manifold.

3. 390 CFM Holley #80507-1 allowed on ZZ4 and S347JR crate engine. Must be stock out-of-box except you may change jets, power valve, squirters, screw-in air bleeds, ACC pump, linkage. NO machine work of any kind allowed.

4. Chevy 604, Ford D347SR engine will use only the Holley 2 barrel 450 cfm Carburetor or either stock 500 cfm Holley/500 cfm Holley Ultra XP. Only changes that will be allowed are the power valve, squirters, screw-in air bleeds and jets. Recommended that the boosters be epoxied to carburetor body. Only Holley replacement parts allowed. Refer to 2023 NASCAR Rulebook for Holley 500 cfm Carburetor rules and rework guidelines.

5. .750" thick maximum NASCAR LMSC approved aluminum spacer allowed between carburetor and intake manifold on 2 barrell 350 or 500 carburetors. (LMSC 350 cfm and 500 cfm rules apply)

6. 1" maximum aluminum spacer allowed between carburetor and intake manifold on 4bl carburetors.

7. Only 1 paper gasket .065 thick will be allowed between carburetor and spacer and 1 paper gasket .065 between spacer and manifold.

8. Holes in spacer plates must be centered and cut perpendicular with the base of the carburetor. No tapers or bevels.

9. No adjustable spacers permitted.

AIR CLEANER/AIR FILTER

1. LMSC, D347SR, HMS Enforcer (Harrington Spec), and 8604 2bl carburetor engines: Late Model rules apply.

2. ZZ4 and S347JR 4BBL: Same as Late Model except offset allowed for dist. clearance.

3. Spacer between the air cleaner base and the carburetor must be attached to the air cleaner and the highest part of the bottom of the air filter housing must be equal or lower to the top of the carburetor vent tubes.

4. Any openings in the hood, must be covered and sealed with sheet metal.

ELECTRICAL SYSTEM

1. Same as LMSC (2016).

2. Ignition/MSD boxes must be mounted to the right side of the centerline of truck out of reach of driver.

3. Aftermarket distributors approved on all engines.

RADIATOR/COOLING SYSTEM

1. Same as LMSC (2016).

EXHAUST

1. Headers may be used.

2. Exhaust must exit past the driver to the right side of the truck, but must not exit down towards the track.

3. Collectors two into one allowed.

REAR DRIVE AXLE

1. Any heavy duty racing axle allowed, quick change, etc.

2. Only magnetic steel axles and axle housings permitted.

3. Cambered rear ends not permitted.

4. Any gear ratio permitted.

5. Spool or Detroit locker only.

SUSPENSION

1. Bump Stops and/or coil binding permitted. (Subject to HMS Track officials approval)

2. May be coil over, leaf, three link, coil, or truck arm on rear suspension. No rear sway bars allowed.

3. Screw jacks allowed.

4. No remote weight jacking devices allowed.

SHOCKS

1. Shocks may be gas charged or oil filled, one per wheel.

2. One shock and one spring per wheel.

3. Adjustable shocks allowed.

Shocks will be controlled by a $400.00 per shock claimer rule. Any competitor finishing within three (3) positions of the claimee may claim the shocks from that event. The claim must be made in writing within 20 minutes after the event accompanied by the cash. Anyone not allowing their shocks to be claimed will forfeit the purse for that event and may be fined.

STEERING

1. Any type of steering allowed.

2. Rack and pinion may be used.

3. Any steel lower or upper “A” arms allowed.

4. Upper “A” arm cross shaft may be aluminum.

5. Front sway bars allowed.

6. Front screw jacks allowed.

7. Aluminum tie rods/struts allowed.

BRAKES

1. Single or multiple piston calipers allowed

2. No titanium brake parts allowed

3. No carbon fiber brake parts allowed

4. Brake fans allowed. All brake hoses must enter through nose opening and turned directly towards caliper and/or rotor.

BODIES

1. Bodies must be installed per the manufactures specifications.

2. All body heights must maintain 4" minimum.

3. Roof height will be 56" measured 10" from windshield.

4. Rear spoiler height will be 44" to ground maximum with driver in truck.

5. Spoiler may be 60" in width and 5" tall - maximum

6. No added material to quarter panels behind rear wheels.

7. No side windows allowed.

8. Driver's fresh air duct allowed.

9. A-post deflectors/vent maximum of 12" long from corner of A-post to trailing edge. No bubbled deflectors.

10. No holes permitted in hood, rear deck, or rear bumper. Hood must seal at rear to windshield.

11. No panning of underside of truck.

BUMPERS/COVERS

1. Rear bumper cover must be complete and fastened to bumper bar.

WHEELS

1. Steel wheels only. Five-on-fives or wide five's allowed.

2. Size- 15"x10".

3. Must be same offset left and right.

CLUTCH

1. Any steel constructed minimum 5-1/2" single, double, or triple disc clutch allowed.

2. No carbon fiber clutches.

3. No cone clutches allowed.

4. A manual or hydraulic release bearing assembly allowed.

5. Must run steel flywheel or flexplate.

6. Any racing pedal sets allowed.

7. Brake bias system allowed. Can be in reach of the driver.

TRANSMISSION

1. Two, three or four-speed transmission allowed. Reverse gear must be in working order, and they must be operational from inside the driver's compartment.

2. Automatic transmissions not permitted.

3. No quick change transmissions.

4. No aluminum gears allowed.

BATTERY

1. One 12V Battery must be mounted outside of driver's area, in safe manner.

2. A battery disconnect switch must be mounted in an area as per NASCAR Late Model Stock rules, where safety personnel can reach it easily and quickly.

DRIVESHAFT

1. Driveshaft may be either 3" or 2-3/4" in diameter and must be painted white or aluminum. 2. Universal joints and yokes must be magnetic steel. Driveshaft must be one piece. Drive shaft may be aluminum.

3. It is mandatory that two 360-degree magnetic steel brackets (hoops), no less than two inches wide and ¼ inch thick be placed around the drive shaft and fastened to the cross member.

WINDSHIELD

1. A clear polycarbonate windshield must be used in lieu of standard glass. The windshield must be a minimum of 1/8" thick and have a minimum of three (3) metal straps or braces 1/8 inch by one inch installed inside the windshield.

2. The straps must be bolted to the roof panel or roll bar at the top and bottom of the dash panel with 5/16 bolts.

WEIGHT

1. All weight must be painted white with truck number on it.

2. Weight must be bolted securely in place and in no less than five (5) pound blocks.

3. 4" minimum ground clearance on all mounted ballast and ballast boxes.

TIRES

1. Competitors will be required to purchase 5 used Hoosier F-45s mounted on Hickory Motor Speedway track wheels each week.

2. Competitors will be allowed to use their own wheels if the offset varies from track wheels. See wheel rules above.

3. No tire treatment of any kind permitted.

4. Competitors that bend a wheel beyond what Hickory Motor Speedway Officials deem repairable will be required to purchase that wheel for $75.00 which includes sales tax.

5. See general rules.

FUEL

1. Track fuel only. All trucks must purchase (5) five gallons of track fuel per event. No additives of any kind.

FUEL CELL

1. Fuel cell must be in a steel container and mounted as per 2014 LMSC rules.

2. Fuel cell may be mounted offset left.

3. Fuel cell ground clearance must be minimum 8".

FRAME REQUIREMENTS A perimeter offset right and left tubular steel frame and roll cage must be used: minimum 2" wide x 3" high tubing .083inch thickness. A stock front sub frame may be used. The centerline of front and rear sub frame must be within 1" of the centerline of the tread width. Rear sub frame may be over or under rear axle. Under-axle frame must be 2" x 3".083 rectangular tubing and extend minimum 4" past rear axle. 2" x 2' .083 tubing may extend to rear bumper. No bolt on front of rear sub frames permitted.

The roof halo bar must be a minimum of 37" outside to outside. Anything less than 37" will have to add 25 lbs to right side

Roll cage must be centered on the main frame rails. Perimeter style. If your truck has an offset chassis, and there have been no additions to make it a perimeter style, you must add 25 lbs to the right side.
If you have both a narrow halo bar and an offset chassis then you will have to add 40 lbs right side total weight.

Minimum chassis and body ground clearance 4".

NOTE: Roll cage is to be constructed same as NASCAR Late Model Stock 2014 Rule Book. Roll cage to be constructed of roll bar tubing with a minimum outside diameter of one and three quarter inches and .083 walls. Full cage is required with four uprights and four top bars. Main roll cage must be welded to the top outside frame rail or left and right frame rails. Minimum of four (4) horizontal bars in driver's and passenger door required. Left and right door bars must be same configurations. All bars in driver's compartment must be .083 tubing and covered with roll bar padding. All bars are to conform close to body configuration. All trucks must have a center windshield bar .083 x 1 ¾ tubing. Driver's door bars must be covered with steel plate minimum 1/8" thickness. Any race truck built after January 01, 2004, must have roll bar tubing with a minimum outside diameter 1 ¾" and .090 walls

SAFETY REQUIREMENTS 1. At all times during an Event (practice, qualifying, and competition), drivers should connect their helmet to a Track approved head-and-neck restraint device/system. The head-and-neck restraint device/system when connected, should be configured, maintained, and used in accordance with the manufacturer's instructions. 2. IT IS THE RESPONSIBILITY FOR THE DRIVER, NOT NASCAR, TRACK OFFICIALS, OR THE PROMOTER, TO INSURE THAT HIS/HER DEVICE/SYSTEM IS TRACK APPROVED, CORRECTLY INSTALLED, MAINTAINED AND PROPERLY USED. 3. The following are the currently TRACK approved Head and Neck Restraint Devices/Systems: HANS Device Hutchens Device ANY ITEMS NOT COVERED IN THE ABOVE RULES WILL BE AT OFFICIALS' DISCRETION.