



2011

Lamar Speedway



Hobby Truck

(Revised March 2010)

OBJECT: This pickup class will be full sized American MFG pickups.

DEFINITION: American made full-sized pickup trucks with factory rating of ½ ton or more and of factory 2-wheel drive. No Blazers, Suburban's, or El Camino type vehicles. No set wheel base, no set weight.

APPEARANCE: Pickups must be neatly numbered on both front doors 18" large and on the right side of the roof and 4" numbers on the front and rear of the pickup with contrasting colors. One or two digit numbers only. If the number cannot be clearly read, you will not be scored.

AXEL: Factory type production. A Ford 9 inch may be installed because of gear ratio availability but must be installed same as factory mounts, on offsets.

BATTERY: Securely mounted in battery box and secured in the pickup bed.

BODY: No gutting or skinning of the body except installation of the roll cage components. Must have a *box* Inner Fenders: *Front inner fenders are optional.* May trim outer wheel wells for tire clearance. Must have the equivalent to a stock floor in the box. Tailgate is optional. Must be securely bolted or welded on!! Firewall must have all holes sealed. Doors must have factory hinges, latches, strikers. Door may be operational, but be sure they are securely fasten shut when on the track. Stock core support. May add front loop. May have a cover on the bed.

BRAKES: Same as came factory equipped for that make and model. No aftermarket proportioning valves. Stock pedals.

BUMPERS: **Front:** As it came equipped for that make and model. May have two vertical nerf bars, no wider apart than the outside of the frame rails. **Rear:** No home made bumpers. OEM as came equipped from the factory. LuVerne and aftermarket bumpers are okay. No Tube type bumpers. Front and rear bumpers must have a flat plate connecting the ends to the fenders and box side to prevent hooking the bumper and bending them away from the body. May install a aftermarket nose piece. Front hoops allowed.

CARBURETOR: Stock. GM Rochester 2 barrel up to 500 CFM only!! All pickups!! Except Fords may run stock Motorcraft 2 barrel carb. Two return springs are mandatory. No fuel injection or throttle bodies. Choke butterflies may be removed. Holley jets may be installed.

Absolutely NO re-working of the Venturi or throttle plates whatsoever!! Carbs will be checked!

2010 Hobby Truck Rules

ENGINE: 360 Cubic inch maximum!! Over bore is accepted. Must be located where they belong. No setbacks or offsets. No vortec engines or vortec Heads. Stock, OEM production type heads!! Flat top pistons maximum. Performance camshafts are allowed. Heads will be left totally stock!! No de-burring, no polishing, no port matching. Only screw in studs is allowed. No guide plates, stock rocker arms. No roller rocker arms or tips of any type. Stock push rods, Intake manifold must be OEM. Cast iron. No high performance Z28 manifolds. A non-adjustable adapter plate, no higher than 1 ½ inches may be used on a 4-barrel intake. The only carburetor in this class is a Rochester 2-barrel, and a 2barrel Autolite for Fords up to 500 CFM. No exceptions. There is a **\$350** claim for heads with rockers and intake manifold. Push rods, valve covers, spark plugs and sending units don't go with GM engines with GM. Chrysler with Chrysler, Ford with Ford, etc.

EXHAUST: Stock OEM cast iron standard exhaust manifolds *manufactured for this truck*. No high performance manifolds for that make and model. No headers. Exhaust pipes must extend to at least rear of cab minimum.

FRAME: Stock. No alterations. Must have minimum of 8 inches ground clearance at any point at all times.

FUEL: Pump gas only.

FUEL PUMP: Mechanical engine mounted pumps only. No electric fuel pumps.

FUEL CELL: Racing fuel cell is MANDATORY! Must be relocated to the inside of the trunk area and securely fastened down. The fuel cell should be of no more than 16 US gallons and have a screw on top. The trunk floor must have drain holes in the floor to let fuel drain out. Must have a metal firewall between the cell and the driver and sealed. Cell must have a check valve to prevent leakage if inverted. Racing Fuel Cell MUST be in a metal can and ground strap is required. Ground strap installed from metal tank to tank lid.

MIRRORS: None.

RADIATOR: Mounted inside body sheet metal in the original location area. Aluminum Radiators, okay.

ROLL CAGE: A 4-post roll cage, constructed from round tubing at least .090 minimum wall thickness pipe. Minimum 1 1/2 OD tubing that is welded with gussets in corners is a must. The driver's door side of the car must have 3 or more bars (NASCAR Type) in its construction. Cage must be welded to the frame! Must have 2 braces extending from top of cage into the bed and fastened to the frame. Front hoop is allowed. New Trucks must use 1 ¾ inch by .095 wall tubing.

SEATS: Racing seat only.

SUSPENSION: Regular OEM factory production that came on your truck only. Heaver load rated coil springs are permitted. Must set in existing stock structure. "A" frames and spindles may not be altered to fit different springs. Stock springs mounts, locations, and types. Only stock and heavy duty shocks allowed. No racing or coil over shocks. No alterations to suspension function. No weight jacks.

TIRES: 14 inch or 15 inch, 70 or 75 series, DOT standard passenger tires only. No grooving.

TRANSMISSION: Stock automotive type, must have forward and reverse. Stock OEM flywheels, converters, clutch, and disc. No aluminum flywheels. Standards must have a 2 inch inspection hole *or equivalent* drilled in the bottom. ***NO MINI CLUTCH STUFF.***

WHEELS: 8 inch maximum width steel wheels. Right side wheel must be reinforced or white spoke or equivalent. Wheels must be painted white or a bright color. Tubes are optional. No aluminum or alloy wheels.

WINDSHIELD: Driver's half of opening must be covered by no less than 4 vertical bars measuring a minimum of 5/16 inch diameter. No wider than 4 inches apart maximum.

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READ THIS: If there is an item not covered in these rules that concerns you, please have it approved by the Lamar Racing Club, or leave it stock. OEM in these rules means.... Original Equipment Manufactured with no additional modifications done by anyone!!

Car legality will be to the discretion of the track officials, their decisions will remain final. Protests ARE ALLOWED in this class.

See protest form for fees.