



GENERAL

Membership eligibility: Any person is eligible for membership. Annual Membership shall be in effect from Jan 1 to Dec. 31.

Fees: Driver memberships are \$25.00 annually and truck registration is \$25.00 annually. Memberships paid after the close of the February meeting will be \$35.

Competition: All competitors must be members of Wisconsin Sport Truck Club in good standing. Club rules will apply at all tracks.

Technical Committee: Will be voted on annually. The tech committee shall be made up of 3 regular people and 1 alternate. In the event there are replacement members of the committee are needed the officers will appoint replacements. There will be 1 "lead tech officer" who will be chosen from the committee who will have a vote on truck rule violations.

Hold Harmless Agreement: A hold harmless agreement must be signed annually by every person competing or pit crew member for any Wisconsin Sport Truck Racing Event.

Age Rule for WIR: All participating racers will abide by the age rules of the track they are racing at. All racers under the age of 18 must have a waiver signed and notarized and kept in the pit gate as well as a hold harmless agreement signed and notarized. NOTE: The current age limit for sport truck racing is 14 at WIR, and DRP.

Voting and Memberships: Cut-off date to purchase memberships is PRIOR to the Wisconsin Sport Truck banquet. Memberships purchased before the banquet can take part in voting. Voting regarding truck rules is 1 member per registered truck can vote.

Protests: The technical committee has the right to check any truck at any time without protests. All monies and points for the truck being checked will be withheld until the club officers make the decision. If the truck is legal, all monies and points will be award as normal.

Written protests: The protest must be written and fifty dollars (\$50.00) must accompany the protest. If the protester is proven wrong, the protested truck owner receives the \$50.00. If the protester is right, the \$50.00 will be returned. The illegal truck will be fined \$25.00 and possible additional penalties. If the owner repeats the same infraction a second time, the fine shall be \$50.00. If there is an infraction of the same nature a third time, the penalty shall be decided by the board of directors. All fines will be paid to the club treasury.

General protest: the protest must be in writing when delivered to the club president. Only drivers may make protest in their event. All questions, concerns, or comments must be addressed at the track with the Officers

**Technical decisions:**

All technical decisions may only be protested to the Officers. Race tech equipment is not subject to any protest. Additional specifications may be added at a later date, and all drivers are expected to keep abreast of changes in all rules. Officials may alter, delete, vary, or change any rule at their discretion.

Technical inspection shall be at the option of the rules committee. Inspection shall take place from time-to-time. Trucks must not return to trailers when called for inspection. All trucks notified for inspection will report to tech area immediately after race is completed. Any truck not reporting will be considered illegal and will be dealt with accordingly.

Safety inspection shall be performed at trucks first appearance at the track, and after severe crashes the vehicle must be inspected. The club officers reserve the right of judgment to re-inspect any truck at anytime. Wear factors and maintenance will also be considered as points for occasional inspection.

Race rules, technical directors, and safety inspector's decisions cannot be appealed.

Anytime an inspector cannot determine a limit to be legal by external measurements; a disassembly of parts in question will be required.

Any unit not tearing down when requested will lose points and money for the event. That Truck and driver will not be able to participate in any Wisconsin Sport Truck Club events for the remainder of the season.

The use of alcoholic beverages or any illegal substance not prescribed by a Doctor is prohibited by any driver or pit crewmember during or before the days racing event.

Physical violence, verbal abuse, vandalism or any unlawful action of any other person within the boundaries of the race track facility will result in immediate suspension, a fine, and possible prosecution through local law enforcement authorities.

Running trucks in pits: All trucks must be blocked up when running in the pits if no driver in Truck.

Radios: The Raceceiver 1600 Elite one way radio is mandatory at all tracks. **It must be on the track frequency. Only one radio is allowed per track.**

SAFETY

Truck Safety Inspection: It is the responsibility of the truck owner/driver to have their truck inspected. Trucks must have safety inspection stickers displayed on the chassis any time the truck in on the track. Inspection sticker to be placed on the left side "A" pillar of the roll cage.



Safety Inspection Late Tech Fee: If a truck is not teched before the first race they will not be allowed on the track until teched. Also, a truck that is teched late will have a \$25 fine removed from their year-end points check. Teching on race nights will be held after qualifying. New members and or new trucks will not be assessed a penalty if they start racing after the season started.

Driver Safety Equipment: A helmet that meets Snell foundation SA 2010 specifications is mandatory. The outside structure of the helmet shell must provide full ear protection. Approved flame retardant race suits are mandatory. The club strongly advises the use of one piece, flame-retardant underwear, facemasks, socks, and shoes. (Nomex or equivalent) all of these items are for your own safety. Flame-retardant gloves must be worn- (no mechanics gloves).

Neck braces are required at some tracks, but strongly recommended to use at all tracks. All equipment worn by driver must be available for tech inspection.

Restraints: A quick release lap belt and double shoulder belt no less than 3 inches wide is mandatory. A 2-inch submarine belt is also mandatory. Seat belt and shoulder harness must be date stamped and not more than two years old. Seat belt and shoulder harness must be installed according to manufacturer's recommendations. The belts and harness must be attached to the roll bar cage at approximately shoulder height with Grade 5 or better hardware, no less than 3/8 inch in diameter. Arm restraints are optional. 3" lap belts and 2" shoulder harness required. Frayed, cut or burned safety belts will not be permitted. Belts must be dated with a date within 4 years of the current racing season

Steering: All steering bolt nuts, and axle nuts, must be safety wired or cotter-keyed. Spindle rod eye joints (upper & lower) do not need to be pinned.

Clutch Guard: a 180-degree clutch guard to fully protect the driver will be 0.060 steel minimum without holes 0.125 aluminum 1/8".

Switches: two electrical kill switches must be mounted. One will be on the steering wheel or within the driver's reach on the right hand side of the driver's compartment. The other shall be activated by a *tether cord* to be mounted vertically along with right rear vertical roll cage member with a minimum of 8 inches of free cord.

Driver: shall be able to see 90 degrees to each side.

CHASSIS

Frame: only solid frames with axles rigidly mounted will be allowed. Frames rails need not be continuous for the full length of the vehicle.

Frames that are joined by bolting tube and socket joints or pinned joints must not exhibit any uncharacteristic flexing of the joint. All joints that use pivot bolts or pins shall not exhibit any signs of wear, loose construction or other tolerance that would allow excess movement.

Rod ends will only be allowed in mounting of steering components, front or rear weight jacks,



linkages to control brake calipers, steering shaft mounts, steering gear mounts, and throttle and brake linkages.

All frames: must be of tubular construction - 1-inch square or round **steel or chrome molly** minimum. The following components will not be allowed in frame construction: shock absorbers, rubber bushings, rubber axle or roll cage mounts, rubber flex absorption devices, leaf springs, coil springs or torsion springs.

It is strongly recommended that the base frame be of .095 or thicker tubing.

Chassis frame specifications: Wheel base length: 75" + or - 1"
 Wheel base width: 50" min. To 53.75" max. Tires must be kept inside of body panels. The measurement will be taken at the bottom of tire by a parallel 1-1/2" tube on the ground.

Truck minimum weight:

All trucks and drivers must have a minimum weight of 825 lbs.

Roll cage: mandatory minimum material for the roll cage shall be 0.095-inch wall thickness by 1-inch diameter steel. The roll cage structure is defined as the four corner members. All overhead members and the shoulder level horizontal members on all four sides of the structure protecting the driver's torso. A 36-inch head restraint is required above the seat back as high as the top of the driver's head. Driver's head cannot stick above the roll cage. *It is strongly recommended that there be at least 2 inches between the top of the drivers head and the bottom of the top roll cage member.* Additional members, braces, and gussets below the shoulder level may be of tubing with less than 0.095 wall thickness.

Shoulder height is defined, as a height no lower than the driver's armpits while in normal driving positions. Roll cage members below shoulder height shall be no further apart than 10 inches whether vertical or horizontal.

Adequate lower body protection must be maintained and will be at the inspector's discretion.

Floors: all trucks must have a solid full floor of at least 0.040 aluminum from feet to back of seat.

Track removal system: all trucks must be equipped with hook on roll cage to remove from track. Hook must be located such that when used truck will pick up evenly and balanced.

Mirrors: Each truck must have a minimum of 1, 3" round mirror, **on the driver side A-Pillar.**

Bumpers: shall be 4" wide. Must be purchased from the club. Bumpers must remain intact. No holes to be cut in bumper except for fastening body. Exhaust will not be allowed to extend through bumper. Bottom of metal bumper front and rear shall be 7.5 inches from the bottom of the bumper to the floor + or - 1".

Overall length: steel bumper to steel bumper: Must be 126" (0" to - 2") Bumper to bumper

Bugar Bars: supports between the front and rear axles are a must. The supports shall be 9 -1/2" from the floor to the bottom of the bracket/support + or -1". All corners must be radiuses.



Ballast weight: Total ballast weight not to exceed 30 lbs. Ballast can be broken down into smaller pieces. Each unit of ballast needs to be secured by 3/8" grade 5 bolts or larger. Ballast must be painted white with the truck number stamped on it.

Brakes: rear brakes must be mounted directly on the drive axle and must be capable of sliding wheels on a clean, dry surface.

Throttle: trucks are to be equipped with foot-operated throttles. Must have a spring, which will close the throttle when released.

Seat: a metal, aluminum, or composite seat is mandatory. No plastic or fiberglass seats are to be used. Seats may be rubber mounted if done in a workman-like fashion.

Transponder: The transponder will be mounted no less than 48 inches from the peak of the front bumper.

BODY

Windshields: all trucks must have lexan windshields. Must be purchased from the club. No vents or openings are allowed in windshields.

Bodies: all bodies with the exception of the new style Dodge or Chevy/Ford front ends must be purchased from the club

Air ducts: There will be no modification allowed to the front, tail, and/or side panels. Air duct will be allowed in the nose cone, to resemble the headlight assembly or grille and one air duct in each side panel. Also 2, 3" diameter screened and painted holes will be allowed in each side of the tail to resemble truck tail lights. Please use discretion in placing air ducts in front nose cone. Ducts will be official racing air ducts. There will be no lips of any kind allowed on air ducts or side panels. All air ducts need to be screened and/or painted to match truck. No external flex tube is to be used for vent on outside of truck. NOTE: all tail sections made during or after 2008 will have templates built in for air ducts.

Rear spoiler rule: 5" maximum height by 48" maximum width.

Side panels: Must be purchased from club

Cab: shall be mounted 43" from the rear of the cab to the back of the **alum side body** panel + or - 2".

Box area: shall be covered with a material that appears to be solid from the stands. Screen, fine mesh, alum, Vinyl, etc.

All trucks must be neatly painted and professionally lettered.

Any decals or logos deemed in bad taste by the officers are prohibited.

Numbers: must be placed in the following locations and be of 14" by 2" size minimum: side door area.



All trucks must have 3" to 4" numbers on the top corner of the windshield and on the bottom of the tail piece. These are line up numbers and should be placed on the passenger side of truck.

Body Parts Price List	2012 Price
Dodge / Chevy Front ends	\$175
Rears	\$110
Sides	\$115
Windshields	\$30
Cabs	\$160
Front Bumper	\$10
Rear Bumper	\$20

**Contact Dan Plutz for body panels. (920)585-4038
or Jerry Quella for front ends. (920)-749-4702**

ENGINE

Engines: allowed engines are:

Fan cooled Yamaha 485cc engines, with a maximum overbore of .060, and a maximum cc of up to 508cc. All engines must start as a Yamaha 485cc OEM motor. All must have factory OEM blocks, OEM ignition, OEM cylinders, OEM heads, and OEM stroke of that engine. Motors can use any production piston as long as it has a part number available to the general public.

All engines must use a wye pipe leading to a single expansion chamber. Wye pipe runners shall be no longer than 12 inches measured from the port to the joint of the runners.

Ignition system must be OEM for the specific motor that it is on.

Note: all engines are open to internal modification provided that all components start as production parts. No performance enhancing external modifications are allowed. The only external modifications allowed are for repair. Example: hard ware replacements, welding to repair original damaged parts.

Any type engine may be restricted if its dominance is not conducive to competitive racing. Engine dominance is up to the officer's discretion and may be enforced on a race by race basis.

Rubber Mounts: Engines may be rubber mounted and at the discretion of tech. committee.

Carburetors: All Carburetors shall be 34mm stock Mikuni flat or round slides. Mikuni Carbs can be bored 1/2mm (0.020) over. **1 Carb per cylinder.**

No modifications to stock body carb. Except overbore body. A coin type gauge will check size of carb. The coin cannot pass through the backside of the carburetor at any rotatable position into the slide area.

Exhaust: multiple cylinder exhaust pipes must converge into a single pipe within 12" of the exhaust port measured on the centerline. Only single tuning chambers. Custom pipes must



provide for inspection and verification. All components are to be within the periphery of the truck outlets exiting at a horizontal plane will carry exhaust port silencer. Under the discretion of the tech. committee. Any excessive noise will be at the discretion of the board and the tech. Committee.

Exhaust exit must be no more than 20 degrees off perpendicular from the ground, not pointing to the right of the truck and to be no more than 6 inches away from the ground.

Exhaust pipes must have a non-altered manufactures built in silencing system.

OR

Exhaust must have the club approved DynoPort muffler.

OR

Other exhaust silencer or muffler systems must be passed at technical inspection and approved by the technical committee and board.

TIRES and WHEELS

Diamond Racing Wheel: *Description of the Diamond Wheel:* 10x7.5 F-3.75 SCCC. Part number for new Diamond Racing rim is # 10750-03-02-375-1-00 must be used on ALL wheels. No alterations of wheels are allowed. Genel Tire sales part number – 4456500301.

Tires allowed: LT 45 Hoosier #18810 which will be supplied by Genel tire.

No mechanical altering may be done to any tire and limited to the following;

- a) Wire Brush
- b) File
- c) Puddy knife

At no time may debris be removed by spinning the tire powered by the truck.

Axles: rear axles shall be 1 1/4 inch diameter minimum and of solid material from shoulder to shoulder. Front axles shall be mounted to the frame in at least two places. No single pivot mount axles will be allowed.

Hubs: retaining nut must be minimum 5/8", wired (cotter pin). Aluminum rear hubs must be 1/2" wall thickness minimum. No hubs may be held on by a snap ring. Hubs must be rigidly mounted to the rear axel without the ability to free wheel.

FUEL

Fuels: Pump gas only. The average dielectric constant for the hydrocarbons, which compromise gasoline, is 2.025, which will be our baseline for fuel testing. If a d-t15 fuel tester is used, the baseline will be minus 55.

Fuel cells or tanks: three-gallon limit. All tanks must be securely affixed to the truck and have a screw-on cap. No pressurized fuel systems are allowed. All fuel tanks must be mounted so that they are protected from other vehicles and may not be located in the driver's compartment. EVERY TRUCK must have some type of ROLL OVER VENT VALVE, and at the discretion of the tech. committee. Suggested part #'s (www.jegs.com) 547-834-006-11, 547-834-008-11, 547-834-108-06. Any fuel cell or fuel tank must be checked and approved by safety committee.



Fuel tanks: must be mounted in the box area of the truck. Fuel cells mounted in the cab area will not be accepted.

TRACK PROCEDURES

Driver: shall be able to see 90 degrees to each side. All new and substitute drivers must start in rear of race first night.

Imprudent driving in the pits:

1st offense – verbal warning

2nd offense – written warning.

3rd offense - loss of points for the event/unable to compete the next week.

2 SPIN RULE: Any time you spin twice (on your own) in one race, you are out of that race. THIS INCLUDES WARM UP LAPS. You will be awarded last place points. The flagman will be responsible for enforcement by issuing a black flag.

Trophies:

You must run 60% of the series to receive a trophy.

Rookie Eligibility Requirements:

5 Races in any race season only at Kaukauna. The only person that can get points is the rookie, NOT the truck.

Last Two Weeks of Racing:

Last two weeks of racing of **each series**, no sub drivers. The Officers can make exceptions.

SUB DRIVERS:

Highly recommended that the officers be notified of a sub driver at least 1 hour before the race.

Note: sub drivers must be members to receive points.

Regular Driver:

Continue to keep points with the truck for regular drivers.

Track Rules:

Track rules supercede Sport Truck Club rules.

Driver etiquette: each driver/team owner is responsible for the behavior and actions of crew, who is attached to his/her effort. Any punitive actions required for crew behavior will be levied against the driver/team owner.

Line-ups and points:

If there is an odd number of trucks, the odd number goes to the slow heat race.

If the person racing the feature did not qualify the truck, he/she must start the feature at the back of the inversion (last).

Lineup for feature will be determined by dice roll 8th plus roll (highest place fast qualifier would be



9th) Example:

If dice roll were a 3 the fast time qualifier would start 11th
 If dice roll were a 6 the fast time qualifier would start 14th
 If dice roll were a 1 the fast time qualifier would start 9th

The previous feature winner will line up behind the fast qualifier providing you still qualify in the feature.

Race Restart (WIR ONLY): We will follow the FRRRC line up rules. Line ups will be double file. Trucks will be stopped on the back stretch until the track officials determine the line up. Violators will be black flagged. All violations will be enforced by the FRRRC.

Semi Feature; We WILL NOT run a semi feature with less than 6 trucks. **If less than 6 trucks all trucks will race in the feature.**

Feature race truck count:

(WIR)

We will take 14 on time, 2 transfers that have not made it on time from heat #1.

(Away Tracks)

We will take 14 on time, 2 transfers that have not made it on time from heat #1.

Scratches: If you cannot make the feature you are allowed to scratch 10 minutes before the start of the feature. If you chose to run the semi-feature you will forfeit your qualifying points and start at the back of the semi-feature. If you wish to scratch for the evening you will not lose your qualifying points.

CLUB OFFICERS

Officer terms:	President	2 years
	Vice-president	2 years
	Treasurer	2 years
	Secretary	2 years

Elected officers do not need to be racers

President: Rob Vandermoss
 Phone: 920-788-9741

Vice President: Eric Johnson
 Phone: 920-585-4085

Treasure: Dan Plutz
 Phone: 920-585-4038

Secretary: Jake Boldig
 Phone: 920-209-1477



Wisconsin Sport Trucks Point System

Position	Qualifying	Heat 1	Heat 2	Heat 3	Semi	Feature
1st	15	17	20	25	40	60
2nd	13	16	18	23	37	57
3rd	12	15	17	21	34	54
4th	11	14	16	20	32	52
5th	10	13	15	19	30	50
6th	9	12	14	18	28	48
7th	8	11	13	17	26	46
8th	7	10	12	16	24	44
9th	6	9	11	15	22	42
10th	5	8	10	14	20	40
11th	4	7	9	13	19	39
12th	3	6	8	12	18	38
13th	2	5	7	11	17	37
14th	1	4	6	10	16	36
15th	0	3	5	9	15	35
16th	0	2	4	8	14	34
17th	0	1	3	7	13	33
18th	0	0	2	6	12	32
19th	0	0	1	5	11	31
20th	0	0	0	4	10	30
21st					9	29
22nd					8	28
23rd					7	27
24th					6	26
25th					5	25
26th					4	24
27th					3	23
28th					2	22
29th					1	21
30th					0	20

If there are only 2 heats, heats 2 & 3 are used