



# 35 RACEWAY PARK

Super Dirt Truck Division  
Official Competition Rules — 2026 Season



*All competitors are responsible for reading, understanding, and complying with these rules. Officials reserve the right to make final interpretations. Rules are subject to change at any time for safety or competition parity. If it doesn't say you can — don't!*

## 1. GENERAL INFORMATION

These specifications have been prepared by 35 Raceway Park as guidelines for the construction of the Dirt Truck Division. No warranty or safety is expressed or implied. These rules are intended as a guide and are in no way a guarantee against injury or death to participants, spectators, or others. Anything not covered by these specifications must be approved by track officials in writing.

This division was developed for low-cost, fun racing. This requires limits in various areas to keep competition equal and fair. Contact track officials before you are found non-conforming. Weekly participants competing for Championship points at 35 RP must conform to all 35 RP truck rules.

## 2. ELIGIBILITY

Eligible trucks: **Chevy S-10, GMC S-15, Chevy Colorado, Ford Ranger, and Dodge Dakota**. All trucks must follow all safety rules.

## 3. ENGINE

Any 4-cylinder engine is allowed. V6 engines must have a factory steel block with steel or aluminum heads and **no less than 23-degree valve angle**. The GM 350 block must adhere to open engine rules; max **364 cubic inches**. No aluminum heads or blocks on the 350.

Engine may be used in any eligible truck (e.g., a Chevy engine in a Ford truck). All engines must be usable in a conventional passenger car without alterations. Engine setback: #1 spark plug must be no farther back than the center of the ball joint.

Max **175 lb. compression** as checked after race. Pistons: dish or flat-top only — **no gas-ported pistons**. Camshaft max lift: **.450" hydraulic, non-roller lifters**. OEM-style stamped steel rockers, or steel/aluminum roller tip or full roller rockers — all must be stud-mounted. Maximum 7/16" diameter rocker studs.

Heads must be steel only with stock diameter single-coil valve springs (e.g., Chevy 1.260). No beehive or barrel springs. No stud girdles. **No porting or polishing** — includes gasket matching and bowl blending. No spacers between heads and intake.

**All engine rule packages will be closely monitored. Any package deemed to have a clear performance advantage will be subject to revision.**

### V8 OPTIONAL STOCK LS ENGINE PACKAGE:

Pre-2015 GM 4.8 or 5.3 LS steel block, aluminum head production engine is allowed under the following rules:

1. Absolutely no clean-up — this is a stock bore/stroke economy engine package. Engine should cost no more than **\$600** or less at a salvage yard.

2. LS Engine Claim: Claiming driver must also be running an LS engine. Claimed driver may at their sole discretion take **\$250 and the claiming driver's long block**. The outright claim is **\$750 for bare long block** (block and heads) with cam and crank sensor — no oil pan, intake, headers, water pump, ignition, or wiring. Failing to allow claim or exchange = out for the next 4 events. Track has right to claim or exchange at its sole discretion.

**3. Must declare the year and size of LS engine during tech or be DQ'd. No swapping of heads, blocks, or camshafts between LS engines. All casting numbers must be legible and unaltered — if they cannot be read, you will be DQ'd. No**

custom cams.

## 4. CARBURETOR AND FUEL

Only one (1) **Holley 4412 2-barrel carburetor** allowed. Must pass a Holley No-Go gauge. Stock 4412 metering blocks only — **no multi-port metering blocks**. Choke plate may be removed. No Dominator, Predator, or Weber style. Adapter plates allowed. Any intake allowed. (See Appearance rules for air cleaner hood cut.)

**Gas only — max 110 octane. NO E85. No additives of any type allowed.**

## 5. EXHAUST AND COOLING

Headers are allowed. Exhaust may not protrude past side sheet metal.

Radiators must be in front of the engine. Shroud must cover the upper 180 degrees of the fan and must be metal, completely covering the fan. Electric fan is allowed. **No oil coolers allowed in the driver's compartment.**

## 6. IGNITION

No trigger-type or crank-trigger ignition. MSD or HEI distributor (OEM) only. **All V8 engines must run an MSD 6200 RPM rev limiter.** LS engine only: MSD 6014CT. Other engines: MSD 6425, MSD64253, MSD 6420, MSD 6430, MSD 6427. HEI engines must run MSD 8727CT rev control. **NO OTHER IGNITION SYSTEM MAY BE USED.**

All rev controllers must be out of reach of the driver and sealed in place with clear sealant on both chip and dial knobs. Any missing/cracked sealant or RPM limit above 6200 is an infraction.

**Ignition penalties: 1st offense — disqualified for the night, lose all points, 4-week suspension. 2nd offense — 1-year suspension from date of offense.**

## 7. TRANSMISSION

Any type transmission is allowed. If using a stock clutch and flywheel, must use a full **steel racing blow-proof safety bell housing**. Front pump drives OK. Bert or Brinn type transmissions allowed. **No quick-change transmissions.**

## 8. CHASSIS AND ROLL CAGE

**Stock truck frames must be used. NO CRS trucks allowed!**

Frames must remain stock width. Frame supports (square tubing, plating) may be added. **Frame lightening holes NOT allowed.** Frame rails must remain stock front to rear. May repair from center of rear axle back — no larger than .095" thick 2x4 rectangular tubing.

Lowering of engine is allowed; may not remove the lower portion of the factory cross member. Frame must be plated back in if material is removed. Notching frame to lower seat is OK — must keep the bottom 2" of factory frame rail and must add square tubing in that area for support.

Roll cage: **6-point design, minimum 1½" diameter, .095" wall tubing.** Minimum 3 bars in each door. Driver's side requires a **3/16" thick minimum solid girth plate** from top cage bar to bottom, full side of cage. Each door bar must be single-piece construction. Cage setback is determined by cab setback (see Appearance). Saddled tubing joints recommended; if not, gussets are required. Roll cage offset allowed on right-hand side only.

## 9. WEIGHT

V8 trucks: minimum **2,800 lbs.** V6 and 4-cylinder trucks: minimum **2,600 lbs.**

All added weights must be **painted white** with the truck number and securely fastened. If a significant amount of weight must be added, it must be placed inside the 4 wheels. Adding excessive weight to one corner is a safety hazard.

**If your weights come off during competition, you are done for the night.**

## 10. WHEELBASE REFERENCE

The following wheelbase dimensions will be used:

Config	S-10 / S-15	Colorado '03-'12	Dodge Dakota	Ford Ranger
Short Bed	108"	111"	112"	108"
Long Bed	118"	120"	124"	114"
Ext. Cab	122"	122"	126" / 131"	125"

Truck wheelbase can be no shorter than **108"** for standard cab short bed trucks only. Long bed or extended cab trucks may be shorter than factory when aftermarket leaf springs are added (roughly 4 inches shorter). Factory front mounting location must be used and cannot be altered.

## 11. SUSPENSION AND STEERING

Front: Racing coil springs may be used — minimum 3" diameter (front only). Coil-overs allowed on front end only. 5" springs are permitted. Shocks can be mounted through upper A-arm; frame can be notched for shock clearance but must be plated (boxed back in), or shock can be mounted outside the A-arm. Weight jack bolts allowed on front coils only.

**All A-arms must use factory frame location and factory mounts. Upper A-arms may be stock or tubular and may be notched for weight jack bolts; must have a connected cross shaft. Lower A-arms must be factory with a maximum 2" extension — extension must be straight out. Lower A-arms must be mounted in factory mount.**

Any factory spindle may be used. **No aftermarket or tubular spindles. No wide-5 hubs.**

Rear: Leaf springs must remain in stock locations using factory front mount. Rear sliders or shackles are allowed and must be in factory location (sliders may be placed within 6" of factory spring mount). Rear spring cannot mount higher than the bottom of the frame. Aftermarket rear leaves are allowed. **No rear coils.** Solid, pull bar, or lift bar only — **no springs, shocks, or biscuits of any type.** No four-link or Z-link suspensions.

### Shocks:

**Only steel, smooth-body, non-adjustable shocks permitted. No Schrader valve — must have flush plug style. No universal fill ports, bulb, screw-off top, bump stop, or remote reservoir. Removable heim joint allowed. Rebuildable (from shaft side) allowed. NO BUMP STOPS. Coil-over shocks on front only — no coil-overs on rear corners.**

### Shock Claim:

Any driver on the lead lap of a feature may claim one (1) shock from any of the top three trucks. Claim fee: **\$200** for 1 shock (as it comes from the manufacturer). Claimed driver may exchange their shock plus **\$125** instead — their choice. Claim must be made to a speedway tech official with cash in hand immediately after the feature. Claimant's shock must be operational at time of claim. Shock may only be removed in the presence of a track official.

**A driver refusing a claim is disqualified for that event. A claiming driver refusing an exchange once money is handed to the official will also be disqualified. NO ALTERING OF SHOCKS. Tampering penalties: 1st offense — 2-week suspension. 2nd offense — 1-year suspension from all tracks. Maximum 4 shocks total — one (1) per wheel only.**

### Steering:

Must use **power steering.** Steering must remain stock to frame. Aluminum tie rods are allowed. Minimum 2 universal joints in the steering shaft. Steering quickener may be used. Any brand truck may install a rack and pinion if desired.

## 12. REAR END

Any factory solid rear end allowed. Rear end may be locked. Floater rear end may be used. Quick-change rear ends allowed. **No aluminum. No wide-5 hubs.**

Maximum rear track width: **74"** measured from outside sidewall of left rear tire to outside sidewall of right rear tire.

Transponder must be mounted to the right-side axle tube on the **bottom**. Track officials must be able to reach it to change out if needed. Rear end must mount to spring pin location with (2) U-bolts or (4) grade-8 bolts on each side. Rear end can be fully floated if desired. **Drive shaft must be painted white.**

### 13. BRAKES

Must have 4-wheel working brakes. Dual master cylinder/pedal assembly with brake adjuster may be used. Disc brakes on rear end are allowed. **Aluminum calipers are allowed on the rear end only.**

### 14. WHEELS AND TIRES

Any **8" x 15"** racing-type steel wheel is allowed. **No aluminum wheels.** Bead locks are allowed. Any brand 8" racing or street tire is allowed. Wheels must pass a Go/No-Go gauge (slight leniency for different bead lock manufacturers). **No tire bleeders allowed.**

### 15. APPEARANCE

**Must look factory stock. No extended cab bodies on a regular cab frame. Maximum 4" setback from stock (measured from lower left cab corner to center of axle — minimum 32"). Bed must retain factory rake. Factory body lines must stay factory. It must still look like a truck.**

**Must maintain FACTORY STEEL ROOF as well as A and B pillars to top of doors. Inner panels may be removed. Door window opening must remain stock size.**

May use sheet metal (aluminum or steel) or plastic composite sheeting for bodies. No hood scoops of any kind (includes factory options). Hood can be cut to allow for air cleaner — if air cleaner sticks above hood, a shield must cover the front half to the height of the air cleaner. Hood crown must remain factory stock. **No raised hoods of any kind.**

Stock bumpers may be reinforced. No visible crash bars front or rear. Front bumper: racing rubber/plastic or stock truck nose. Rear bumper: rubber or plastic tail piece. Wheel opening flanges must be turned inboard. Stock-appearing rocker panels (size and location). No body-side skirts below rockers. No rear skirts. Measurement from top of box to bottom of rocker: maximum **32 inches.**

Interior can have a boxed-in cockpit. Truck must have front and rear firewall with adequate protection. No holes showing. Rub rails of 1" square or round tubing are allowed — must be tapered, mounted tight against the body, and free of sharp edges.

Rear deck may be covered with aluminum, steel, or plastic. Must have a hinged lid with a minimum **3 ft x 3½ ft rectangular opening** for safety (prefer half the bed cover to be hinged). Rear deck cover must be flat and flush with the top of the box and run the full length of the box.

**All trucks must be neatly painted and lettered.** Car number must be no less than **18" on each door and roof.** Badly damaged trucks must be repaired. All sharp edges must be smoothed. Windshield visor allowed — maximum **6" wide**, mounted at the extreme top of the windshield opening. No body panels with hinges to allow air to escape. No sail panels on rear down tube bars. Bowing of the body to cover tires is allowed — cannot alter the top of the cab. Factory hard plastic grill allowed; any aftermarket grill, rubber nose, or aluminum fabrication is allowed.

#### **Spoilers:**

Must be mounted to rear of the bed. Blade must be flat, maximum **8" tall.** No wicker bill allowed. Any angle is OK. May not extend past sides of the bed. Spoiler sideboards: maximum **100 sq. inches.** Maximum **3 supports** allowed.

### 16. GENERAL SAFETY

All trucks must follow all safety rules as outlined in the 35 Raceway Park General Track Rules. Questions or clarifications should be directed to track officials before competition.

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