

2026 NW Tour Truck Series

Subject to change * released 03 / 30 / 2026 *

RULEBOOK

Modifications for 2025 are in RED

Modifications for 2026 are in BLUE

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RULE BOOK DISCLAIMER

IF THE RULES DO NOT SAY YOU CAN, THEN YOU SHOULD ASSUME YOU CAN NOT

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish the minimum acceptable requirements of such events. These rules shall govern the condition of all such events, and, by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM PUBLICATIONS OF, OR COMPLIANCE WITH, THESE RULES AND/OR REGULATIONS. These rules are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official. The NW Tour Truck Series Race Director or Official in charge, shall be empowered to permit minor deviations from any of the specifications herein or impose any further restrictions that, in his opinion, do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS. Any interpretation or deviation of these rules is left to the discretion of the NW Tour Truck Series Race Officials, and their decision is final. Regulations and specifications set forth herein are automatically amended by directions contained in subsequent Official Entry Forms and Official Technical Bulletins issued by NW Tour Truck Series. All specifications and regulations contained herein are subject to deletions, additions, and/or modifications by the above or by verbal directive of the NW Tour Truck Series Director or NW Tour Truck Series Technical Director without expressed prior notification.

GENERAL RULES

Continuous developments in racing may necessitate changes that cannot be anticipated at the time rules are formulated. Hence, if necessary, rules may be updated, modified, added to, or deleted at any time, as needed. In addition to this, the "Except in Rare Instances" rule will be in effect at all times. NW Tour Truck Series intends for all trucks to be competitive with each other. If you do something to your truck that these rules have overlooked, and that NW Tour Truck Series feels gives you an unfair advantage over other competitors, you will be required to reverse these changes or add weight. If there is a question on any rule herein, on specifics or clarification, the best "rule of

thumb” is, if you do not see something specifically explained, consider it illegal, because the NW Tour Truck Series officials will.

NW TOUR TRUCK SERIES IN THIS RULEBOOK

1.0 – Rule Applications

1.0.1 This General Rules section applies to every driver, mechanic, and/or pit personnel. You are expected to know the rules; ignorance of the rules will not be tolerated as an excuse.

1.0.2 This General Rules section applies to and shall govern the condition of all NW Tour Truck Series events, and by participating in these events, all participants are deemed to have complied with these rules. No expressed or implied warranty of safety shall result from publication of, or compliance with these rules and/or regulations, and are intended as a guide for the conduct of the sport.

1.0.3 The NW Tour Truck Series Regional Race Director and/or NW Tour Truck Series Race Officials shall be empowered to permit minor deviation from any of the specifications herein and/or to impose any further restrictions that in his or her opinion do not alter the minimum acceptable requirements. No expressed or implied warranty of safety shall result from such alteration of specifications. Any interpretation or deviation of these rules is left to the discretion of the officials and their decision is final.

1.0.4 As a driver and/or owner, you are an independent contractor and assume full responsibility for all charges, premiums, and taxes, if any; payable on any funds you may receive for your participation in any event supported by NW Tour Truck Series.

1.0.5 All persons participating in NW Tour Truck Series events are subject to the individual track rules and regulations, as well as, all state, county, and city laws. Any person not upholding these laws may be subject to arrest, fines, or permanent suspension from competition as a result.

1.0.6 Any track imposed fine must be paid as per rule 1.2.2 of this rule book. A copy showing the amount paid will be presented to the track as proof of payment for imposed fine.

1.1- Eligibility

1.1.1 Any driver in good standings with NW Tour Truck Series and the track we are competing at will be allowed to compete.

1.1.2 NW Tour Truck Series will not allow anyone under 14 years old to compete in any event. Age limits may be governed by the track we are competing at and will supersede

the NW Tour Truck Series rulebook. Any driver may be required to pass a NW Tour Truck Series driving test before being allowed to compete in a NW Tour Truck Series

1.2- Conduct

1.2.1 Drivers will be responsible for all crew members on a team and will be expected to be respectful of all officials at all times. This includes not only NW Tour Truck Series officials but track officials as well. Failure to do so could result in fines, penalties, suspensions, and/or eviction from an event.

1.2.2 Fines, any fine placed on any driver, team or person related to the NW Tour Truck Series during a sanctioned event will be payable into the points fund. Track imposed fines will be paid directly to the track.

1.2.3 Any team member, crew, official, driver will be responsible for any actions detrimental to any other team, series' or tracks. Penalties will be assessed based on severity of said actions.

1.3 – General Policies

1.3.1 It is the duty of all drivers, truck owners, and mechanics to bring to the attention of the officials any unsafe equipment, practices, or rules violations of any truck or driver.

1.3.2 Race events may occur under extraordinary conditions, subject to special rulings.

1.3.3 Approval of special rulings must be secured from NW Tour Truck Series Officials, pit steward, chief technical inspector and/or other Race Officials, and must be made known to the competitors prior to the race event.

1.3.4 Any and all race trucks may be subject to inspection before, during and after any race event.

1.3.5 NW Tour Truck Series reserves the right to impound any race truck for inspection purposes.

1.3.6 NW Tour Truck Series reserves the right to confiscate any part and/or equipment failing to conform to the intent of the rule during an inspection, confiscated parts will become the property of the NW Tour Truck Series and will not be returned. Series may Sale part and money added to points fund.

1.3.7 Any truck entering the racing surface during practice or race conditions will require a spotter in the designated spotter area. Only one spotter per truck will be allowed in said area. Practice may be different from the race spotters area and it is the responsibility of the teams to learn where the designated area is. Single car qualifying will not require a spotter. If we have a group qualifying, a spotter will be required. A spotter is required to have a clearly visible number showing the truck they represent any time the truck is on the racing surface.

1.3.8 Spotter Must be registered with the spotter area director upon arrival at the track and all spotters will be required at all drivers and any spotters meeting scheduled. Failure to follow procedure may result in stating scratch or tag for the entire nights events.

1.4 – Pro Truck Operating Procedures.

1.4.1 Attendance at the NW Tour Truck Series Drivers Meeting prior to qualifying will be mandatory. Roll will be called by truck number and any driver not present at that time will “tag” or “start scratch” on the field for his or her heat race and main event. Driver may have a substitute in his or her place when prior approval has been granted by the Chief Steward. Substitute will be responsible for replaying any information to the absent driver.

1.4.2 All race trucks must move under their own power to staging. No pushing.

2.0.0 No driver substitution for points

2.0.1 Qualifying will allow for 2 timed laps

2.0.2 All line up to be set as per track procedure.

2.0.6 points will be awarded as per Meridian Speedway/Magic Valley Speedway points structure. The point structure will be used for all NWTTS races.

A caution cone will be used for restarts in the main event. After the lineup has been set a cone will be placed on the designated place on the track. You will have the ability to choose high or low as you pass the cone. If you were involved in the caution or entered the pit area during the caution you will not be allowed to use the cone, you will be

required to go low when you come to the cone. Lapped trucks will drop to the rear of the field ahead of any pit trucks and will be required to take the low side when approaching the cone. After passing the cone the field will be shown 2 at the line signaling 2 laps to the green flag. In the event a lap is not completed under green the field will be reset with involved trucks moved to the tail end of the longest

2.0.7 Any truck failing post-qualifying, postheat race or post- main event race inspection will forfeit that specific event points as described above. In the event the failure is pre-race and corrections are made before the race begins points for the race will be awarded

2.0.8 Receiving Points. Any driver in good standings will receive points for the truck number they have established as their number. In the event a driver competes in a truck that displays a different number the points will be awarded to the established driver under his or her number. This change will require getting approval from the Race Director as well as the owner of the registered number. Only one driver can earn points for a number in a night.

2.0.9 Pay Structure. All drivers will receive the pay for the purse. These dollars will be equally based on the amount of trucks. Additional bonuses, Sponsor monies, Sponsor prizes etc. will be awarded on the total points earned in a night not necessarily to the race winner.

2.0.10 Sponsorship dollars may be in part included in the nightly purses but may also be added to the championship point fund. Those dollars will be divided up equally to the per point earned in the championship chase. (See example 1) A Sponsor driven, Championship bonus, or Rookie Of The Year bonus may be awarded and not divided equally.

2.0.11 Championship Owner Points will be awarded based on the Trucks performance during the season. Owner points will be available to anyone fielding a truck with multiple drivers that does not have primary driver points assigned.

2.1 – Safety Regulations

2.1.2 Drivers must wear an approved helmet, with a minimum Snell SA-2005 rating, Snell SA-2010 is recommended and SA-2015 is highly recommended. Full coverage helmets are mandatory.

2.1.3 Driver is **Recommended** to wear a well-made, minimum two-ply, full coverage, flame retardant, SFI Certified fire suit for Truck competition. Full coverage, fire-retardant undergarments are recommended.

2.1.4 Driver is required to wear full length, gauntlet style, and fire-retardant gloves.

2.1.5 Driver is **Recommended to wear fire retardant driving shoes, and fire-retardant socks for NW Tour Truck Series competition.**

2.1.6 Safety neck braces (horse collars) are required. Use of a HANS or Hutchens type device is recommended to substitute horse collar.

2.1.7 All race trucks must be equipped with a 5-point racing belt system; minimum 2-inch wide, two-piece shoulder harness, lap belt, and crotch strap harness system with metal-to-metal central quick release latch. It is recommended belts be replaced every two years, or two race seasons, and belts must be SFI Certified.

2.1.8 All race trucks must carry a fire extinguisher, currently dated, equipped with a working gauge, and easily accessible, minimum 3.0 pounds capacity. Extinguisher must be securely strapped in a place within reach of the driver. It is highly recommended that race trucks be equipped with an on-board extinguishing system. One system activation point must be within reach of the driver and it's highly recommended that one system activation point be mounted dead center of the deck, 20 to 30 inches back of the rear window. All system activation points must be clearly marked FIRE PULL or with E STICKER. Systems must be currently dated and equipped with a visible, working gauge. Each pit area must have a fire extinguisher available. It is required it is store at the rear of the trailer readily available and fully charged.

2.1.8A In 2017 all trucks are recommended to run a Oburg anti siphon valve (or equivalent) in the fuel line. (<http://store.obergfilters.com/other.html> the item is at the top of the page)

2.1.9 Driver's side window nets are mandatory. All window nets must be ribbon web type. All nets must fit tight and be secured with a quick release type latch. (See illustration 9) No seat belt type latches allowed. All window nets must be SFI Certified.

2.1.10 Aluminum racing seat is required and must be bolted to the roll cage.

2.1.11 A main battery power switch must be mounted so that it is easily accessible to the driver. It is highly recommended that a secondary main power switch be mounted between 20-30 inches back from the rear window. The secondary switch should be between the rear spoiler and the fire pull. It is recommended it is centered between the

bedsides so it can be reached from either side of the truck. All main power switches must be clearly marked ON OFF. The main power switch must kill all electrical power and stop a running engine.

2.1.12 No driver shall compete in any event with head or arms extended outside of race truck.

2.1.13 No person will be permitted to ride on the outside of a race truck at any time. No more than one person may occupy a truck at any time while the truck is in motion. The only exception to this rule is for use in "ride-along" programs that utilize a second driver's seat, 5-point racing harness and seat specifications as stated in 2.1.7 and 2.1.10. These "ride-along" programs must be pre-approved by Pro Truck and track personnel prior to the event. Proper insurance coverage must be in effect for the "ride-along" and be conducted at less than "race speed".

2.1.14 Two-way radio communication between driver and spotter in the designated spotter area is mandatory on all tracks. Your radio frequency must be cleared by, and on file with, the NW Tour Truck Series Race Officials. A RACECEIVER for communication with truck officials is mandatory for the spotter in the designated spotters area for each truck on the racing surface. This communication will be directly to the driver or relayed to driver through the designated spotter.

2.1.15 Transponders are mandatory on each truck for the system being ran. The transponder number must be filed with the NW Tour Truck Series Director and with each tracks scoring unit at the tracks we are scheduled to race. Hard wired Transponders must be directly wired to the battery or wired into the ignition switch.

2.2 – Truck Appearance

2.2.1 NW Tour Truck Series reserves the number "1" (#1) for the returning series champion on a first right of refusal basis. Should the series champion refuse the number "1", the number will be available, upon request, to any other competitor within the series on a first come, first serve basis.

2.2.2 NW Tour Truck Series will assign truck numbers in a predetermined order on a regional basis. NW Tour Truck Series will assign a requested truck number when possible, and reserves the right to change a race truck number at any time to avoid duplication. Numbers must be at least 18 inches high; and appear on both doors and the roof so as to be read from the outside of the track. Additional numbers, at least 8 inches high must be placed in the drivers side, lower rear tail gate section and the front, lower passenger side, air dam section of each race truck. Number must be in a color contrasting with the body color and if the number is not legible from the scoring

tower, the race truck will not be scored. NW Tour Truck Series assumes no responsibility for errors in scoring if the assigned number is not legible or is not used.

2.2.2.A All trucks are encouraged to put the drivers name or twitter name under the number across the door on the passenger side of the truck. The name should be large enough the fans can see it so they know who you are.

2.2.3 All race trucks shall be maintained and presentable in good repair and appearance at all times. The appropriate NW Tour Truck Series decals and graphics must be displayed at all times throughout the series for the driver to be eligible for the point fund and contingency awards. NW Tour Truck Series Race Officials may from time to time publish additional decal and graphic requirements and regulations. All trucks must have the headlight and tail light decals, properly installed, for that vehicle type.

2.2.4 NW Tour Truck Series reserves the right to require sponsor decals on the trucks.

2.2.5 Roof, windshield, doors, front fenders, rocker panels, and nose panels are reserved for NW Tour Truck Series use. These areas are reserved for placement of the assigned truck number, series sponsor(s), associate sponsors, and contingency sponsors. Placement of decals will be assigned by NW Tour Truck Series. Failure to comply with the proper decal placement, will subject an entrant to loss of award moneys, points, contingency moneys, and overall points fund awards.

2.2.6 NW Tour Truck Series reserves the right to place series sponsorship patches on all driver and crew uniforms.

2.2.7 Speedway or ARP or Lighting Light and Five Star bodies are preferred for NW Tour Truck Series competition. ARP, Speedway, and Five Star sheet metal and aluminum is approved for NW Tour Truck Series competition. The minimum ground clearance for any body part is 3 inches measured Pre Qualifying as well as Pre Race.

2.2.8 Overall length of the body will be 190 inches.

2.2.9 The minimum/maximum rear spoiler size is 6 inches tall, X 60 inches wide X 0.125 inches thick, or 5 inches tall X 64 inches wide X 0.125 inches thick. Spoilers must be steel, aluminum or plastic lexan only. The spoiler must be set at 105 degrees from the bed, or 75 degrees, relative to the ground. The bottom of the spoiler, at the bend, may not extend past the rear of the body. No "Gurney Lip", "Wicker Bill", or any additional parts may be added to the spoiler to enhance effectiveness or performance. The spoiler must remain straight, no curved spoilers. All sharp edges must be removed from the spoiler surfaces. The spoiler must be mounted dead center of race truck.

2.2.10 Front spoilers must not exceed 81 inches in width. Front spoiler must meet a 3-inch height rule.

2.2.11 A complete 0.125-inch thick (minimum), Lexan (polycarbonate) windshield and rear window is mandatory. Window attachment and bracing must remain as factory produced. No side window coverings are allowed. A small NACA duct or air scoop at the front corners of the door windows is allowed for driver fresh air. The windshield angle must remain as supplied by NW Tour Truck Series. (see illustration 4).

2.2.12 Side window openings must remain as supplied by the manufacturer. A NACA duct not exceeding 6 inch by 10 inch can be mounted in the front lower corner of the opening and must be operable at all times.

2.2.13 Two, 4 inch OD (maximum) air ducts are allowed for the front brakes. Two, 4 inch OD (maximum) air ducts are allowed for the transmission cooler.

2.2.14 Air vent holes are not allowed in the front headlight location for any reason. Headlight locations must be covered by headlight decals. Upper factory grill location may be opened up for air flow. No ducting of air or the air flow will be permitted.

2.2.15 Venting of under bodied pressure will be allowed with Louver system. Louver system will be attached at the rear of the bed cover one per side maximum no more than 4 inches from the trailing edge of the rear on each side.

2.2.16 No air direction devices on the body are allowed, with the exception of the front and rear spoilers.

2.2.17 All body panels must be securely fastened to the vehicle, and bodies must have an acceptable neat appearance to be allowed in competition. Interiors must remain as produced with magnetic steel construction or aluminum. The drivers compartment must be completely sealed off from the under body area and drivers door bars must have a 16 gauge minimum steel plate covering the opening to help protect the driver from the intrusion of foreign objects.

2.2.18 Mirrors are allowed providing they do not protrude outside the body. NW Tour Truck Series Race Officials and/or Race Director may remove the rearview mirror from the truck at any time.

2.2.19 No profane, derogatory, or inflammatory signs, decals or artwork will be allowed on any truck, at any time. No "for sale" signs permitted on any truck while in competition without written approval by the NW Tour Truck Series Race Director.

2.2.20 Any of the following bodies (Chevrolet, Ford, Dodge, Toyota) being used in NW Tour Truck Series competition does not need to match the engine and transmission style being used.

2.2.21 A two-inch clearance is allowed between the back of the hood and the windshield. A metal or aluminum strip may be added to the back of the hood, between the hood and the windshield, and slotted to allow ventilation, these slots may not exceed one inch in length. Metal strip may not alter the stock or normal hood and windshield configuration.

2.2.22 Body diagram will be used to determine all measurements on the body panels. ALL other measurements will be strictly enforced.

3.0 – Engines

3.0.1 The only approved sealed crate motor is G.M. part number is 88958602 / 19258602, this will be the only approved engines for competition in this class. Engine must remain sealed at all times. Any engine altered or modified in anyway without prior written approval, of truck directors, will result in permanent suspension of that driver from all events for no less than one calendar year. This includes but not limited to Seal Bolts, Valve Springs, Rocker Arms, Shimming altering or relocating any part from its original configuration. The only approved alteration is the water pump and distributor. All other parts must remain as the motor came from General Motors. Crate engine is factory sealed—any evidence of tampering with seals witnessed by race officials will result in an automatic full suspension of driver from racing NW Tour Truck Series for a period of one year. Request for reinstatement will be required. Further penalty for crate engine tampering will be a \$3,000.00 Fine + all purse monies earned for the season + all series points will be deducted from said truck. If a crate engine is suspected to have been tampered with the NW Tour Truck Series Officials have the authority to remove the crate engine and have it tested. If the crate engine is deemed tampered with it will not be returned to its owner. It will become the property of the NW Tour Truck Series. In the event of a crate engine failure the engine will be removed from competition in the NW Tour Truck Series, this means no rebuilding of motors. In the event of a minor failure requiring minimal repairs NW Tour Truck Series Officials reserve the right to allow for a repair of said motor. Approval must be made in writing on a NW Tour Truck Series letterhead before Kidd Performance will be allowed to repair the motor. No other builder will be allowed to repair any motor competing in the NW Tour Truck Series. A Dyno sheet must be provided by Kidd Performance and given to the NW Tour Truck Series Officials before motor will be allowed to compete.

3.0.2 Valve Springs may be replaced as needed to maintain the power in the motor however the replacement springs must be direct replacement manufactured by GM with

the exact part number you are replacing. If any other valve spring is found in a crate motor the motor will be deemed illegal and all points earned for the season will be forfeited. The truck owner/driver may be suspended for up to one calendar year.

3.1 Engine Location

3.1.1 Engine location is measured from the forward most sparkplug centerline, to the imaginary line projected between the left and right, front, jack bolts. The forward most sparkplug centerline should be no less than 5.00 inches forward of this imaginary line. Jack bolt location must remain as manufactured by ARTS. If the NW Tour Truck Series Officials determine the jack bolt location has been moved the engine location will be measured from the center of the spring bucket.

3.2 – Air cleaners

3.2.1 Steel or aluminum air cleaner housings may be used. Air cleaner must be 12" minimum diameter, 16" maximum diameter, and five inches maximum height. The air cleaner element must be unaltered and in place whenever the engine is running. The air cleaner must be totally covered by the hood. No holes, vents tubes, ducts, or any other devices may be used to guide air to the air cleaner unit. Absolutely no flow control items are allowed inside or outside the air cleaner, for any reason. No pulling of air through top or of air cleaner housing. The air filter must be open and unrestricted for 360 degrees. No shields, baffles, or other add-on equipment allowed.

3.2.2 No K&N air cleaner housings are legal for NW Tour Truck Series competition. K&N filter elements are legal for NW Tour Truck Series competition. .

3.3 – Carburetor

3.3.1 The only carburetors legal for NW Tour Truck Series competition are the NW Tour Truck Series certified/ approved Holley #4412. Only one carburetor is allowed on the engine. Two throttle return springs are required. Throttle Stops will be required on all trucks. .

3.3.2 The only modifications allowed are changing of the accelerator pump cam, squirters, power valve and main jets. Choke butterfly and shaft may be removed. No larger than 50cc accelerator pumps allowed. Air choke horns may not be removed. All air entering the carburetor must pass through the top of the carburetor.

3.3.3 The shaft screw heads must remain unaltered but may be replaced with shorter screws, screw end must remain on a 45° angle and may not be rounded, as original, no filing or cutting, and the shaft may not be modified in any way. The casting rings and

boosters must remain stock and unaltered. The boosters may not be changed, raised, or lowered. No drop-leg or annular boosters allowed. The throttle bodies and base plates may not be exchanged, modified, or substituted. No grinding, filing, polishing, or metal removal allowed. The stock original throttle plate bore size must be retained and no internal passage modifications are allowed. No aftermarket coatings are allowed. Any carburetor in question will be confiscated.

3.3.4 No injection of any type for cooling or performance enhancement is allowed for NW Tour Truck Series competition.

3.3.5 All carburetors are subject to testing with "CARB Tools" any carburetor failing the go no go tools or failing to conform to the intent of the rule will become the property of the NW Tour Truck Series.

3.4 – Carburetor Spacer

3.4.1 A 1" inch maximum carburetor phenolic or aluminum spacer plate is required for NW Tour Truck Series competition. No drilling or other modifications are allowed for the spacer plate. The carburetor may set at any position over the manifold flange area. Only two gaskets with a maximum thickness of .065 inch each are allowed.

3.5 – Cooling System

3.5.1 Aluminum radiators are allowed and must be of stock appearance and mounted no further than 5 ½ inches below the bottom of the front frame bar. Radiators must not exceed more than 10 degrees of lean. Radiators cannot be placed back from the front frame bar more than 6 inches measured from the center of the radiator. Any type hoses may be used. No electric water pumps allowed. Water pump impellers may be altered. Electric fans, engine driven fans, and direct drive are allowed. No clutch fans allowed. No reverse cooling systems. Fan shrouds may be used, but cannot extend past the rear edge of the cooling fan blades. Fan shrouds may be boxed in. Cooling systems must have a minimum one quart overflow catch tank. The hose leaving the catch tank must terminate at the base of the windshield on the right side, pointing up to be in the drivers view.

3.5.2 No plastic or aluminum fans allowed. Except electric driven.

3.5.3 Water wetter is an approved additive.

3.6 Exhaust

3.6.1 Only stock type, or “up and over” headers are legal for NW Tour Truck Series competition. No headers with 180-degree design (cross over): stainless steel, ceramic coatings, or merge collectors are allowed. No spread port adaptor flanges are allowed. The maximum cost of the headers cannot exceed five hundred fifty dollars. Exhaust equalizer “H” pipes are legal. All exhaust systems must exit past the driver’s compartment. The minimum exhaust system ground clearance is 3 inches. LaPole and Schoenfeld headers are recommended. Checked and approved header heat shields are legal.

3.6.2 Exhaust mufflers are required. Any approved muffler or mufflers may be used with the following requirements: Mufflers must be capable of maintaining a maximum of 98 decibels at 75 feet. If a truck should exceed the maximum decibel level, at any time, it will be disqualified until an acceptable noise level is attained. Trucks losing mufflers or exhaust pipes during an event will not be allowed to continue. Any installation is subject to approval of NW Tour Truck Series officials. Track rules where noise restrictions are in place will supersede NW Tour Truck Series rules. Exhaust will not be permitted to exit out the side of the truck. All exhaust must be pointed towards the ground.

3.6.3 No devices will be permitted to direct any air flow under the hood of any NW Tour Truck Series truck.

3.7– Ignition System

3.7.1 Any Distributor with the coil in the cap is legal for NW Tour Truck Series competition.

3.7.2 Any type spark plugs and wiring may be used.

3.7.3 No Traction Control systems of any type will be allowed in NW Tour Truck Series competition.

3.7.4 Only one 12 Volt battery is allowed per truck and must be mounted in the NW Tour Truck Series factory position. (behind the driver, in front of the rear axle, inside and above the left side frame rail) The positive post of the terminal must be covered with a rubber boot. Alternators are optional. 12 Volt ignition systems only no exceptions.

3.7.5 All NW Tour Truck Series trucks must run a MSD Soft Touch rev limiter. The track where the NW Tour Truck Series are running may distribute the chips for limiter. (5800 at ¼ mile and 6200 at 3/8ths or larger tracks) All wiring must be visible at all times. The Soft Touch must be mounted on the dash to the far right out of the reach of the driver. Any box found to be wired to a cutoff switch or tampered with internally will be subject to

loss of season points and suspension of up to one calendar year. NW Tour Truck Series officials reserve the right to trade boxes among competitors at any given time.

4.0 – Transmission

4.0.1 The only transmission legal for NW Tour Truck Series competition is the Chevy T-350. Transmissions may be converted to manual operation. Steel and cast hubs are allowed. Modifications may be made to internal transmission parts for durability only. The transmission must have all forward and reverse gears functional. Transmission oil cooler size and placement is optional. Any transmission found to have any gears removed will be subject to loss of season points and suspension of up to one calendar year.

4.0.2 Lockout shifters are allowed.

4.0.3 No solenoid lockups or fluid clutches.

4.0.4 No extra hand or foot controls allowed.

4.0.5 An APPROVED purpose-built for racing TCI or Hughes type torque converter with an advertised diameter of 10" must be used. All torque converters must be working fluid filled and may not be modified in any way. Approved part numbers are 600019 Speedway part # 109606 or TCI Part number 242125 summit Part number TCI-242125. No other torque converter may be used without written consent from the NW Tour Truck Series Chief Steward signed by the Race Director and the Series Promoter.

4.0.6 A one-quart catch can is required from the overflow.

4.0.7 Transmission cooler may have a fan and ducting leading to the fan. Fan and ducting must seal to the cooler and may not exceed more than 36" from the cooler.

4.1 – Drive Shaft

4.1.1 All drive shafts must be painted white and have the truck number on it. Stock type steel drive shafts only. No lightweight, aluminum, chrome-molly or carbon fiber, drive shafts will be allowed. Two drive shaft loops must be installed. One loop between the transmission and the aft side of the driver's compartment; and one loop between the aft side of the drivers compartment and the rear universal joint. The loops must be made of a minimum 2" x 3/16" flat bar steel, or 1" round, .095" steel tube. Loops must go completely around the drive shaft. Chain, wire or other installations will not be allowed.

No drive shafts smaller than 2.00 inches in diameter allowed for NW Tour Truck Series competition.

4.2 – Rear Axle option 1

4.2.1 The only approved rear axle end is the stock OEM GM 10-bolt, 7.5" rear for the frame being used. No modifications of any type allowed. No cambered rear ends. No bending, twisting, or rotating of axle tubes, perches, or mounts. No cutting, welding, or grinding on rear end allowed.

4.2.2 No custom made gears or ratios are allowed. Option 1 trucks are mandated to the use of only 3:73 gear ratio.

4.2.3 Differentials may be open or locked. When locked, they must be welded securely or locked with a mini-spool, or full spool. No aluminum spools, posi-trac, or ratchet (Detroit Locker) type units allowed. The Auburn Gear L/S differentials are legal for NW Tour Truck Series competition. The Auburn Gear differentials are for the GM 7.50", 10-bolt rear ends. The part numbers are: AUB 542057 and AUB 542058 for the 26-spline; AUB 542041, and AUB 542040 for the 28-spline. Also legal for NW Tour Truck Series competition is the Lock-Right differential by Power Trax.

4.2.4 Axle-saver bearings, c-clip eliminators, heavy-duty c-clips, and heavy duty after market axles are allowed. No gun-drilled or stainless axles allowed.

4.2.5 The upper torque arms at the rear axle housing may be shortened to correct the pinion angle. Adjustable upper rear control arms are legal for NW Tour Truck Series competition

4.2.9 Rear axle must have a one-quart catch can and mounted on driver side of truck ahead of the axle.

4.2.10 All rear ends must be mounted using a standard O.E.M. 4 link setup. All links must be affixed to the rear end housing using a single hole non-adjustable mount. The upper torque arms at the rear axle housing may be shortened to correct the pinion angle. Adjustable upper rear control arms are legal for NW Tour Truck Series competition must be ARTS or DCA replacement. Upper link may have one heim joint on the frame side as manufactured. No home made upper or lower links.

4.2.11 Stock lower links may be replaced with Speedway part number 91634052 or 91634059. Bushings must be 91634045 polyurethane bushings when replacements are

used. Factory lower links may use approved spherical bushings (removed nonspherical). Approved Rear Control Arm Spherical Bushing Speedway part number 91634048 or AFOC part number 20095 Summit AFC-20095 or Speedway 10620095

4.3 Rear Axle Option 2

4.3.0 Rear end assembly must be stock O.E.M. type. A, 9" inch Ford rear axle housing.

4.3.1 The center of rear axle housing must be mounted with O.E.M. measurements of the centerline of the chassis.

4.3.2 Axle housing must be made of stock steel.

4.3.3 The only modification allowed to the axle tubes are those necessary for narrowing the rear end.

4.3.4 The centerline of the rear end pinion must be within one-half (1/2) inch of the rear hubs, measured from left and right hubs where the wheels bolt on.

4.3.5 Third member including bearing retainer and yoke must be made of stock steel.

4.3.6 Solid OEM or aftermarket type, magnetic steel axles only. Material other than steel is not permitted. Floating hubs and drive plates will be permitted but must be made of magnetic steel.

4.3.7 Wheel studs recommended 5/8 inch minimum with 1-inch minimum lug nuts.

4.3.8 Stainless steel or gun drilled axles not permitted.

4.3.9 Detroit Lockers, Torque Sensing Type (Gold Track, Diamond Track etc.), or limited slip differentials are not permitted.

4.3.10 No aluminum spools. Any magnetic steel full or mini spool may be used.

4.3.11 No aluminum rear end parts including but not limited to hubs and drive plates.

4.3.12 Quick-change rear end not permitted.

4.3.13 No cambered rear ends. No crowned axles. No cambered drive flanges.

4.3.14 No wide 5 adaptors.

4.3.15 Rear axle coolers not permitted.

4.3.16 All rear ends must be mounted using a standard O.E.M. 4 link setup. All links must be affixed to the rear end housing using a single hole non-adjustable mount. The upper torque arms at the rear axle housing may be shortened to correct the pinion angle. Adjustable upper rear control arms are legal for NW Tour Truck Series competition must be ARTS or DCA replacement. Upper link may have one heim joint on the frame side as manufactured. No homemade upper or lower links.

4.3.17 Coil spring mounts must be welded to the axle tubing on the top in stock location.

4.3.18 Option 2 trucks are mandated to the use either a 3:70 or a 5:67 gear ratio.

4.3.19 Stock lower links may be replaced with Speedway part number 91634052 or 91634059. Bushings must be 91634045 polyurethane bushings when replacements are used. Factory lower links may use approved spherical bushings (removed nonspherical). Approved Rear Control Arm Spherical Bushing Speedway part number 91634048 or AFOC part number 20095 Summit AFC-20095 or Speedway 10620095

4.4 – Fuel System

4.4.1 Only the stock type, block mounted, mechanical fuel pump is allowed in NW Tour Truck Series competition. No electric, belt driven, vacuum driven, or cam driven fuel pumps are allowed.

4.4.2 The use of ice, wet or dry, for the purpose of cooling the engine, air cleaner, or fuel system is expressly forbidden.

4.4.3 The trucks factory mounting location of the fuel cell must be maintained. (See Illustration 2 & 10) No raising, lowering of the fuel cell is allowed. Cell must remain centered between the frame rails and mounted between the rear bumper and rear end housing. Anti-siphon check valve must be attached to a hose that exits the left rear tailgate area at the rear of the truck. .

4.4.4 Replacement of steel fuel lines with steel braided fuel lines is required.

4.4.5 All fuel systems must have a steel fuel cell container.

4.4.6 Fuel lines must run to the inside of the perimeter of the roll cage configuration and away from the exhaust and any moving parts.

4.4.7 The fuel cap must be tethered to the race truck.

4.4.8 Any leaded or unleaded fuel is legal for NW Tour Truck Series competition. No E85 or fuel containing more than 15% alcohol or Ethanol. No additives will be allowed; this includes nitrous oxide, nitromethane, nitro-butane, propylene-oxide, benzene, toluene, solvents, alcohol, or any other performance enhancing additives. No oxidizers may be added to the oil. The fuel, and oil, must pass odor, litmus, color, specific gravity and any other test necessary to enforce this rule. NW Tour Truck Series reserves the right to test any competitor's fuel at any time and remove samples for testing.

4.4.9 Fuel cells are mandatory. Fuel cell must be enclosed in a separate container made of minimum 20-gauge steel with a 16-gallon maximum capacity. Fuel cell must be located in the original truck's factory location or approved auxiliary position. (See illustration 2 & 10) Relocation of the fuel cell is prohibited. All fuel cells must have a rear fuel cell guard attached to the frame. Fuel cell guard must be a minimum of 1.75" diameter, and .095" thickness, steel tubing. (See illustration 11) Fuel may be added only by opening the rear deck lid and no quick fill mechanisms are permitted. A ground strap between the fuel can and fuel cell while refueling is highly recommended. The minimum fuel cell to ground height is 8 inches, measured as ready to race with driver. All fuel cells must have vent overflow hoses attached with catch canister mounted on the left side of the vehicle only.

5.0 – Chassis

5.0.1 The only chassis approved for NW Tour Truck Series competition is a NW Tour Truck Series chassis with a Pro Truck chassis number and a NW Tour Truck Series chassis serial number, except as designated by the NW Tour Truck Series Chief Steward. The only approved frame is the General Motors 1978 to 1987, "G" body, 108.1" metric-frame (see illustration 1). All measurements, lines, holes, etc., must retain the manufacturer's specifications. No plating of frame. No boxing the C-channel. 2"x3" rectangular steel tubing (minimum .083", maximum .125") may be used to replace the rear frame horns from the aft side of the spring pocket perch (not the spring bucket), to the aft side of the stock frame. Tubing must maintain a minimum ground clearance of 10", measured from the bottom of the tubing to the ground.

5.0.2 A cross member support tube may be added to the front down tubes, the tubes from the firewall to the frame, on the front of each chassis, on either side of the engine. This tube must be located between the rear of the radiator and the front of the air cleaner, and may not exceed 1.5" in diameter. This tube must be removable. This additional support tube may not extend in front of the radiator or frame horns, and may not extend upward in such a manner as to cause the hood to bow.

5.0.3 No cutting or welding to alter the wheelbase. Chassis/frame must remain square to factory specifications and measurement. No lead allowed in frame/ chassis.

5.0.4 No reinforced front or rear bumpers allowed.

5.0.5 Overall Length: 180" just chassis 190" with body.

5.1 – Tread Width / Wheel Base

5.1.1 Maximum track width is 75", measured from outside of toe plate to outside of toe plate using series toe plates. NO additional width will be allowed for any reason. Track width measurement rule will be in effect and subject to measurement at any time.

Allowable wheelbase for Pro Truck competition will be 108 inches, plus or minus 0.5 inches(107.5 minimum 108.5 maximum). Trucks will be measured with a maximum of 25lbs of air in left side tires and a maximum of 30lbs of air in right side tires.

5.1.2 Transponder will be required at tracks using an automatic scoring system. The transponder must be mounted 24" behind the centerline of the rear end housing on the inside or outside of the right side frame rail.

5.2 – Weight

5.2.1 Approved chassis' must meet the Minimum weight of 2,950 pounds. Weight must be met at post qualifying and pre-race. Maximum left side weight is 56% of the total weight. Minimum front weight is 56% of the total.

5.2.2 Any truck not completely meeting the original ARTS or updated ARTS chassis specifications may be subject to additional penalties as deemed by the Chief Steward to ensure the level of competition is being maintained.

5.2.3 No tolerance will be given on weight. All weights will be checked with the driver in the seat, helmet on the head, both hands on the steering wheel, feet on the pedals, and the driver in an upright position. All added weight must be in block form. Weight may be attached to the frame but may not be attached in a manner that boxes the frame. No weight may be placed in the driver's compartment. Any truck with improperly mounted weight will not be allowed to compete. All added weight must be painted white and have the number of the truck clearly marked on the weight. Added weight must be of approved material, any exotic materials will not be allowed including but not limited to Tungsten or other high dollar materials. Any illegal material will become the property of the NW Tour Truck Series and will not be returned.

5.3 – Suspension

5.3.1 Stock rubber or approved polyurethane bushings are allowed on the chassis and suspension. Steel front and rear bushings are legal for NW Tour Truck Series competition. No eccentric bushings or non-factory adjustable devices allowed on the suspension.

5.3.2 Front lower control arms, spindles, brake calipers must be stock OEM for the GM, “G” body, 108.1”, metric frame being used. No modifications allowed unless otherwise noted.

5.3.3 Upper ball joints can be substituted with the Camaro, Chevelle, or Impala style ball joints. Howe style replaceable pin upper ball joints will be permitted but must have a 4 bolt mounting style flange or screw in replacement ball joint. Lower ball joints may be replaceable pin screw or press in style. No Adjustable ball joints will be permitted.

5.3.4 Upper “A” arms can be any length, non-adjustable only. Aluminum and steel shafts allowed.

5.3.5 Replacement, heavy duty front hubs are allowed for NW Tour Truck Series competition, and highly recommended.

5.3.6 No heims will be permitted on any upper or lower A-Arm.

5.3.7 Spindles must remain stock and unaltered or an unaltered Speedway part number 91034501 may be used. Only 91034503 arms may be used. Part number 91034511 and 91034513 are not legal for use,

5.4 – Sway Bars

5.4.1 Any one piece, stock appearing, sway bar that mounts in the stock location may be used. Heim joints will be allowed on the sway bar, sway bar linkages and/or mounts. Rear sway bars are not allowed.

5.5 – Shocks

5.5.1 The following are shocks will be the ONLY approved for use shocks in the NWTTS. The following will be the only approved shocks for use in the NW Tour Truck Series. All shocks must remain as manufactured. All manufacturer markings must remain and be unaltered. All shocks will be subject to inspection including but not limited to checking compression and rebound using a shock Dyno or push pull tester. During post-race inspection, any shock deemed to be non-conforming to the intent of the rule will result in

a loss of all points and pay for the nights events. In addition, the driver and crew chief will be placed on probation for a period of no less than 365 calendar days. Any shock deemed illegal will become the property of the NW Tour Truck Series and will not be returned.

Pro WB Welded Bearing Series

004735WB, 004746WB, 00474WB, 004753WB, 00475WB, 004763WB, 00476WB, 00477WB, 00478WB, 004791WB, 00493WB, 004935WB, 00494WB, 004946WB, 00495WB, 004953WB, 00496WB, 00497WB

Integra Fixed Bearing Non-Rebuild able 42 series

310 421XX, Changed to cover new available valve options. Custom requested valving is NOT allowed. You must choose advertised rebounds and lengths

Afco series 10 unaltered shock. No custom requested Valving

Billstien approved shocks

NO CUSTOM VALVE SHOCKS PERIOD!

These are the approved number. All Shocks will need to be dynoed by Grip Suspension prior to racing and will be subject to Dyno at any time.

PART # - DESCRIPTION -Extended Length - Collapsed Length -- - Stroke Length - VALVING CODE (REB/COMP) - MSRP

F4-B46-0210-ZD 7" SZ SERIES 1090 20" 13.14" 6.86" 1090 \$170.50
33-239484 7" SZ SERIES 2060 20" 13.14" 6.86" 2060 \$170.50
F4-B46-0210-YA 7" SZ SERIES 3030 20" 13.14" 6.86" 3030 \$170.50
F4-B46-0210-ZB 7" SZ SERIES 3040 20" 13.14" 6.86" 3040 \$170.50
F4-B46-0210-ZE 7" SZ SERIES 3050 20" 13.14" 6.86" 3050 \$170.50
F4-B46-0210-ZC 7" SZ SERIES 3060 20" 13.14" 6.86" 3060 \$170.50
F4-B46-0210-ZZ 7" SZ SERIES 3530 20" 13.14" 6.86" 3530 \$170.50
F4-B46-0210-ZV 7" SZ SERIES 3545 20" 13.14" 6.86" 3545 \$170.50
F4-B46-0210-ZA 7" SZ SERIES 4010 20" 13.14" 6.86" 4010 \$170.50
F4-B46-0210-ZX 7" SZ SERIES 4040 20" 13.14" 6.86" 4040 \$170.50
F4-B46-0210-ZR 7" SZ SERIES 4555 20" 13.14" 6.86" 4555 \$170.50
F4-B46-0210-ZN 7" SZ SERIES 5030 20" 13.14" 6.86" 5030 \$170.50
F4-B46-0210-ZW 7" SZ SERIES 5050 20" 13.14" 6.86" 5050 \$170.50
F4-B46-0210-ZG 7" SZ SERIES 5555 20" 13.14" 6.86" 5555 \$170.50
F4-B46-0210-YC 7" SZ SERIES 5570 20" 13.14" 6.86" 5570 \$170.50
F4-B46-0210-ZJ 7" SZ SERIES 6010 20" 13.14" 6.86" 6010 \$170.50
F4-B46-0210-ZH 7" SZ SERIES 6020 20" 13.14" 6.86" 6020 \$170.50

F4-B46-0210-YD 7" SZ SERIES 6040 20" 13.14" 6.86" 6040 \$170.50
F4-B46-0210-ZT 7" SZ SERIES 6060 20" 13.14" 6.86" 6060 \$170.50
F4-B46-0210-YB 7" SZ SERIES 6065 20" 13.14" 6.86" 6065 \$170.50
F4-B46-0210-ZY 7" SZ SERIES 7030 20" 13.14" 6.86" 7030 \$170.50
F4-B46-0210-ZU 7" SZ SERIES 7045 20" 13.14" 6.86" 7045 \$170.50
F4-B46-0210-ZS 7" SZ SERIES 7060 20" 13.14" 6.86" 7060 \$170.50
F4-B46-0210-ZF 7" SZ SERIES 8040 20" 13.14" 6.86" 8040 \$170.50
F4-B46-0210-ZM 7" SZ SERIES 8060 20" 13.14" 6.86" 8060 \$170.50
F4-BE5-H922-M1 7" SZ SERIES 10-2COB (TIE DOWN) 20" 13.14" 6.86" 10-2COB
\$170.50
F4-BE5-H923-M1 7" SZ SERIES 12-2COB (TIE DOWN) 20" 13.14" 6.86" 12-2COB
\$170.50
F4-BE5-H919-M1 7" SZ SERIES 7-2COB (TIE DOWN) 20" 13.14" 6.86" 7-2COB
\$170.50
F4-BE5-H920-M1 7" SZ SERIES 8-2COB (TIE DOWN) 20" 13.14" 6.86" 8-2COB
\$170.50
33-269900 7" SZ SERIES 8-3COB (TIE DOWN) 20" 13.14 6.86" 8-3COB \$170.50
F4-BE5-H921-M1 7" SZ SERIES 9-2COB (TIE DOWN) 20" 13.14" 6.86" 9-2COB
\$170.50
33-239521 9" SZ SERIES 1090 23.44" 14.94" 8.5" 1090 \$170.50
F4-B46-0207-ZL 9" SZ SERIES 2020 23.44" 14.94" 8.5" 2020 \$170.50
33-239569 9" SZ SERIES 2040 23.44" 14.94" 8.5" 2040 \$170.50
33-239514 9" SZ SERIES 2060 23.44" 14.94" 8.5" 2060 \$170.50
33-239508 9" SZ SERIES 2080 23.44" 14.94" 8.5" 2080 \$170.50
F4-B46-0207-YA 9" SZ SERIES 3030 23.44" 14.94" 8.5" 3030 \$170.50
F4-B46-0207-ZB 9" SZ SERIES 3040 23.44" 14.94" 8.5" 3040 \$170.50
F4-B46-0207-ZE 9" SZ SERIES 3050 23.44" 14.94" 8.5" 3050 \$170.50
33-239538 9" SZ SERIES 3060 23.44" 14.94" 8.5" 3060 \$170.50
F4-B46-0207-ZZ 9" SZ SERIES 3530 23.44" 14.94" 8.5" 3530 \$170.50
F4-B46-0207-ZV 9" SZ SERIES 3545 23.44" 14.94" 8.5" 3545 \$170.50
F4-B46-0207-ZA 9" SZ SERIES 4010 23.44" 14.94" 8.5" 4010 \$170.50
F4-B46-0207-ZP 9" SZ SERIES 4020 23.44" 14.94" 8.5" 4020 \$170.50
F4-B46-0207-ZX 9" SZ SERIES 4040 23.44" 14.94" 8.5" 4040 \$170.50
F4-B46-0207-ZR 9" SZ SERIES 4555 23.44" 14.94" 8.5" 4555 \$170.50
F4-B46-0207-ZN 9" SZ SERIES 5030 23.44" 14.94" 8.5" 5030 \$170.50
F4-B46-0207-ZW 9" SZ SERIES 5050 23.44" 14.94" 8.5" 5050 \$170.50
F4-B46-0207-ZG 9" SZ SERIES 5555 23.44" 14.94" 8.5" 5555 \$170.50
F4-B46-0207-ZJ 9" SZ SERIES 6010 23.44" 14.94" 8.5" 6010 \$170.50
F4-B46-0207-ZH 9" SZ SERIES 6020 23.44" 14.94" 8.5" 6020 \$170.50
F4-B46-0207-YD 9" SZ SERIES 6040 23.44" 14.94" 8.5" 6040 \$170.50
F4-B46-0207-ZT 9" SZ SERIES 6060 23.44" 14.94" 8.5" 6060 \$170.50
F4-B46-0207-ZY 9" SZ SERIES 7030 23.44" 14.94" 8.5" 7030 \$170.50
F4-B46-0207-ZU 9" SZ SERIES 7045 23.44" 14.94" 8.5" 7045 \$170.50

F4-B46-0207-ZS 9" SZ SERIES 7060 23.44" 14.94" 8.5" 7060 \$170.50
33-239552 9" SZ SERIES DP1-LR 23.44" 14.94" 8.5" DP1-LR \$170.50

5.6 – Springs

5.6.1 Northwest Tour Trucks suspension must have no more than four springs. Springs must be mounted in stock location. No custom springs, unaltered, constructed of magnetic steel. Front spring must sit in stock lower control arm spring pocket.

5.7 Brake System

5.7.1 The brake system must be stock. All components must be stock, or OEM, for the GM, 1978-87, "G" body, 108.1", and metric frame being used. This includes calipers, spindles, hubs, and rotors on the front: rotors or drums on the rear. Heavy-duty replacement hubs, and rotors are recommended. No lightweight components allowed. Twin master cylinders must be used. Brake hose and pad material are optional. Hydraulic brake proportioning valves may be used. No shut off valves or devices allowed. Air ducts, no larger than 4" in diameter, may be used to cool the brakes. Rear disc brakes are optional. All four brakes need to be in working order. Direct replacement Coleman hubs and rotors are allowed. Any brake air duct found directed anywhere other than the brake assembly during any post-race inspection will result in loss of main event points. The only exception will be if visible body damage created the relocation of the hose.

5.7.2 No excessive machining of the brake rotors allowed. No rotor may be machined thinner than the minimum thickness stamped on the rotor. All necessary machining for regular rotor maintenance must be removal of equal amounts of material from both surfaces of the rotor. This removal must remain within the minimum thickness stamped on the rotor. No cross drilling, gas slotting, or any other machining to enhance rotor cooling or performance.

5.8 – Steering

5.8.1 The original, stock type steering box must be used, and bolt on in the stock location, using the factory frame holes. Tie rods, sleeves, idler arm, pitman arm, center drag link must be stock type, OEM, for the GM, "G" body, 108.1", metric frame being used. (Approved aftermarket adjusting sleeves for tie rod may be used and is highly recommended.) Heim joints on the steering tie rods are permitted. The three steering

box bolts may be drilled and safety wired. Replacement Port City or Howe drag link #0002-23399 are permitted.

5.9 – Tires

5.9.1 Only NW Tour Truck Series approved tires are permitted. Tires may be branded, and limited tire purchases may be enforced. Tires that have been altered by unauthorized treatment will not be permitted. Tires may be purchased from Magic Valley Speedway or Meridian Speedway.

5.9.2 Hoosier tire numbers are 10295 and 10350. Tire soaking is not allowed at any time, penalty for this will be one-year suspension.

5.10 – Wheels

5.10.1 Wheels must be 15" x 8" only. Wheel offset may be 2" or 3" only. Minimum weight for each wheel is nineteen pounds. Any wheel spacer combination may be used however at least 2 full threads must be visible when the wheel lug nut is installed. Tread width rule still applies.

6.0 – Ground Clearance

6.0.1 Minimum ground clearance for the frame rails is 6". Cross member does not have to meet 6" height but must not be moved or altered from factory mounting position. Minimum ground clearance for mufflers and exhaust pipe is 3" at all times. These heights will be measured from the lowest point during tech. A 5" post race or post qualifying ride height may be put into effect. **Minimum ground clearance must be met before qualifying/race, or will result in a penalty (level 1).**

7.0 Penalties

7.0.1 NW Tour Truck Series Officials will use the following guidelines when assessing penalties from non-safety deviations from this rulebook. Each truck will be required to have 50# of additional weight available. In the event the NW Tour Truck Series Officials feel you have done something to enhance the performance of your truck and gain a competitive advantage weight penalties may be assessed. Each penalty listed below will be combined if the truck falls into multiple penalties.

7.0.2 Use of the 305 Chevy, 318 Dodge, or 302 Ford motors will be allowed for 2 races in a season. These motors must meet strict guidelines. Guidelines for these engines will be available from NW Tour Truck Series Officials and must be approved before being allowed to compete. This allowance is available for a two races in a single season. It is

designed to allow a visiting truck or a newly purchased truck with one of these motors to compete while arrangements are being made to secure the required crate motor see rule 3.0

7.0.3 Alteration of Roll Cage assembly will result in a Minimum 50# Penalty. If NW Tour Truck Series Officials determine roll cage assembly is safe but does not conform to the illustration initially made by the ARTS series or updated ARTS this penalty will be in effect.

7.0.4 Suspension mounting points. Any truck not meeting factory mounting points will be allowed to compete with a weight penalty and possibly an adjustment to the left side weight. In the event NW Tour Truck Series Officials feel the changes require a stiffer penalty additional weight and/or additional loss of left side weight may be required NW Tour Truck Series Officials reserve the right to increase this penalty at any time to ensure you are at a disadvantage.

7.0.5 Additional penalties may be added as necessary to ensure a level playing field.

7.0.7 Traction Control, any truck found using traction control will be stripped of all points. Driver and crew chief will be suspended from the pit area at all NW Tour Truck Series events for no less than one calendar year. Truck will only be allowed to return after one calendar year and when it has new ownership and after NW Tour Truck Series Officials determine it was a valid sale.

7.0.8 If any non-stock valve spring rocker arm or push rod is found in a crate motor the motor will be deemed illegal and all points earned for the season will be forfeited. The truck owner/driver may be suspended for up to one calendar year.

7.0.9 Refusal of tech inspection. Any driver refusing any requested tech inspection will be subject to but not limited to the loss of all season points earned. Subject to a fine of no less than \$500.00 (five hundred dollars) The driver's truck and Pro Truck Sanctioning license will be suspended indefinitely. The truck will not be allowed to compete until inspection has been completed. The drivers status must be re-instated by the NW Tour Truck Series officials before the driver will be allowed to compete in any sanctioned events.

7.1.0 Penalty Levels

Level 1 (over aggressive driving, minor aggressive, etc.)

Penalties: Verbal warning from directors, probation for 2 races with the knowledge that the next violation within the probation period will be at minimum level 2 or 3 level penalties

Level 2 (rough driving, major (and/or violation of probation period)

Penalties: Removal from track immediately, and/or suspension from 1 future races, probation for 4 amount of races, loss of 25 amount of points

Level 3 (malicious driving, extreme)

Penalties: Removal from track immediately, mandatory suspension from 2 amount of future races, probation for 6 amount of races, loss of 50 amount of points

***Second offence will automatically result in the next level of penalty.

** Track officials will make calls on all on track incidences.

** Track penalties may result in additional series penalties.

8.0 Claims

8.0.1 Any competitor finishing on the same lap as 4th place will be allowed to make a claim against another competitor finishing in the top three of the main event. Claim must be made within 10 minutes of the checkered flag falling. Claim must be in writing and accompanied with cash payment. Claim must be given to the Chief Steward by the driver making the claim. Payments received from claims will be awarded to the person the claim is against unless otherwise noted. Any driver refusing claim will lose all points earned for the season and will be suspended for no less than one calendar year.

8.0.2 Shocks any shock can be claimed for \$170.00 each in cash. All 4 shocks can be claimed. This is a straight up claim. No exchange is required.

8.0.3 Exhaust system. Any complete exhaust system can be claimed for \$550.00 and exchange.

8.0.4 Carburetor. Any carburetor can be claimed for \$650 exchange.

8.0.5 Carburetor Spacer may be claimed for \$125.00 exchange.

8.0.6 Any Distributer may be claimed for \$300 exchange.

8.0.7 Any Sway Bar can be claimed for \$300 exchange.

8.0.8 Any Torque converter can be claimed for \$325 exchange.

9.0 Protests

9.0.1 Any competitor finishing on the lead lap will be allowed to make a protest against another competitor finishing in the top three of the main events. Protest must be made within 10 minutes of the checkered flag falling. Protest must be in writing and accompanied with cash payment. Protest must be given to the Chief Steward by the

driver making the protest. Maximum of 2 protests by a driver in a year. Every item that is being protested must be in writing or it will not be checked. Discovery of illegal items not on the protest may result in disqualification, but not loss of protest. Losing party of all protests must pay \$50.00 tech fee to tech inspector. Winning party retains all money posted for protest. Protesting party may designate 1 person to oversee protest. May be driver or another person, but only 1 person will be allowed in protest area. Protested party is allowed 3 people total. Tech inspector reserves the right to refuse a protest if he believes it is being done out of spite or to hassle another driver. Protesting is a privilege, not a right. Any act of unsportsmanlike conduct in protest or by either crew is adequate reason for that party to lose protest. Protesting procedures may be reflected by track protest rules. Consult track for details and cost.

9.1.0 Cost of protest:

9.1.1 Top end- what can be checked of intake cylinder and head with camera scope.
\$50.00

9.1.2 Any driver may request another competitors motor to be placed on a Dyno. A letter of request stating the driver and car number they wish to have tested along with \$650.00 (six hundred fifty dollars) in cash. If the tested motor is found to be legal \$300.00 (three hundred dollars) will be presented to the owner of the tested motor to help off set the cost of the reinstalling the motor. If the motor is found to be illegal (see rule 3.0.1) it will fall under the rules for illegal motors and the requesting driver will get a refund of \$300.00 (Three hundred dollars).

9.1.3 Rear End check (Spool, Ratio, axels, Cambered housing Etc) \$100.00

9.1.4 Torque converter assembly \$100.00

9.1.5 MSD Soft Touch rev limiter Box and box wiring \$50.00

9.1.6 Suspension parts any single suspension part may be requested for protest.
\$50.00

10.0 Required Dyno agreement when participating in any NW Tour Truck Series Event

10.0.1 Any driver, owner, crew chief and crew member entering the pit are as part of the NW Tour Truck Series event/events agrees he or she may be asked to have truck sealed by the NW Tour Truck Series Officials and taken to a Series approved Wheel Dyno. The truck owner, driver and crew chief will be allowed to be present during the testing of the truck. You acknowledge the series will be providing upon request the results with anyone who participated in the event where your truck was chosen for the

dyno. Anyone not participating in said event will not be provided the results by the NW Tour Truck Series.

11.0 Invitational events

11.1 In the event of an invitational event that welcomes trucks from outside of our area. A deviation from the weight and gear ratio requirements may be made. If this happens any driver with current points 30 days prior to the event will be notified in writing of the variation. Modifications will also be posted at the series' website. This is designed to help eliminate any disadvantage a NW Tour Truck Series might have when running against a series of trucks with a slightly different rule package or a track configuration that is not conducive to our current rule package.

Note, the following infractions will result in a firm penalty which could include a LIFETIME ban from the series.

- A. Being caught with traction control.**
- B. Bypassing the RPM limiting control device in any way.**
- C. Altering the 602 crate engine under the seals in any way. (you may run aftermarket valve springs but they must be the same spring pressures as OEM, you may run an aftermarket OEM replacement distributor, you must run a mechanical fuel pump in the stock location. Any attempt to replace the serial number tag on a motor or place a serial number tag on a non-GM sealed crate motor.**
- D. Altering the Hoosier 970 tire, such as soaking the tire, or cutting the tire. Tires must be a stock 970 tire.**
- E. Running a Cambered rear end housing**
- F. Removing any gears from the Transmission.**