

TORNADO TRUCK RULES

Construction: Equipment will not be considered “legal” simply because it went through inspection unobserved, or because a rule has not been written excluding it.

I. TRUCK ELIGIBILITY:

Approved Trucks: Chevy S-10, GMC S-15, Chevy Luv, Dodge D-50, Ford Courier, Datsun, Ford Ranger, Nissan, Toyota, and Mitsubishi.

Minimum Wheel Base 101”. Maximum is 111”. Extended cabs are allowed. Frame rails may be cut to replace damage. Cross members may be removed or altered but must be replaced with like or stronger material.

Engine Setback: #1 Spark plug must be no farther back than an imaginary line between the upper ball joints.

II. BODY SPECIFICATIONS:

Trucks must remain completely stock. No cutting of exterior panels except for relief from tires rubbing on wheel well openings. Only needed amount may be removed and must meet the approval of the WWRA officials. The driver and passenger doors may have the inner door panel and door hinges removed. Inner fender wells may be removed. Remove rubber fender covers. Hood hinges may be removed. Hood latch and insulation must be removed, pins must be used to retain hood. The front windshield may be replaced with Lexan or its equivalent, minimum 1/8th inch thickness. All other glass must be removed. The front Lexan windshield must be securely fastened to the original windshield frame. The center of the windshield opening will have a steel vertical bar of 1½” x ¼” minimum, fastened to body or cage top and bottom. Two bars are recommended. Inner sheet metal skins may be removed – only outer skin required.

All must be removed: Head lights, turn signals – front and rear, stop and tail lights, and side marker lights.

Bumpers to be stock or a reasonable equivalent.

All carpet, head liner, inner door coverings, seats, etc. must be removed. A minimum 1½”x .095 one piece spreader bar is to be installed above the steering column, and the column must be attached to the spreader bar. All mirrors must stay inside of body line.

Tail gate required. May be skinned or replaced with sheet metal. No expanded metal.

Any ballast must be painted white, and have number of truck on it and securely bolted.

III. SEAT BELTS AND SEATS:

A 3” wide (Minimum) racing harness is compulsory (NASCAR or Aircraft type.) Belts may not be more than 5 years old. Must have date on harness. Must be securely mounted to roll over protection top and bottom. Aluminum racing seat with headrest is required. Do not mount the seat to the floor. Seat back should be mounted with 2 bolts below the seatbelt hole. (See the suggested installation diagram on the last page.)

IV. BATTERY:

Battery must be securely fastened in the bed of the truck forward of the rear end.

Battery disconnect must be mounted on the left side within easy reach of safety personnel.

Battery disconnect must be clearly marked ON/OFF and must kill engine.

V. ENGINE SPECIFICATIONS:

Engine must be a 4 cylinder in-line, single cam shaft, with a 2600cc maximum. Any engine in any truck.

Cylinder Head must be mass produced by O.E. Manufacturer. No porting or polishing of cylinder head. Must have only 2 valves per cylinder and only 4 spark plugs.

Aftermarket lower crank pulley and water pump pulley ok.

Aftermarket valve springs are allowed.

Solid or hydraulic lifters/adjusters allowed.

Any cam shaft is ok with adjustable cam gear.

Engine Block must be mass-produced by an O.E. Manufacturer. Block must use an O.E. or stock replacement crank shaft. Rods must be steel, NO aluminum. Aftermarket flat top pistons or stock pistons. Oil pans and pickups may be O.E.M. or aftermarket.

Stock intake for motor used.

Aftermarket ignition boxes, distributors, coils, and wires are allowed.

Electric cooling fans optional. No antifreeze may be used in cooling system.

Carburetor or fuel injection. Any aftermarket 2 barrel carburetor with or without choke tower and choke plates. Maximum 500 CFM. A maximum 1" adapter or spacer. Intake may be altered to accept carburetor.

VI. MUFFLER:

A stock type muffler must be used. Stock single exhaust must be used and its outlet must extend past the driver's side.

Exhaust headers are allowed. Removal of catalytic converter is recommended.

VII. SUSPENSION:

Any steel bodied shock except adjustable or spring assisted. Placement of shock mounts optional.

Only stock O.E. sway bars will be allowed. Mounting optional.

Front suspension- stock unmodified O.E.M lower control arms of frame used mounted in the stock location. Aftermarket upper control arms optional, with mounting optional. No drop spindles. Any O.E.M. spindle allowed. Weight jacks allowed.

Minimum ride height will be 4", measured under driver's door without the driver in it. Cutting or heating of springs allowed. Aftermarket springs ok.

Driveline must be painted white. Must have driveline catch strap mounted within approximately 10" of the front u-joint.

Lowering blocks allowed. Any approved truck rear end allowed in any truck. Welding or spooled spider gears ok. No limited slip or traction aid devices.

VIII. TIRES AND WHEELS:

Tires may be a Good Year Short Track Special OR a Diamond back V-Class OR a Nutread (3 groove, 5 groove, or slicks.)

Maximum tread width 9".

Steel wheels suitable for racing should be used with nothing wider than 8".

Tires may not exceed more than 2" past the normal body line.

IX. FIRE CONTROL:

Must have fully charged fire extinguisher. Minimum 2.5 pounds ABC Rating.

Must have metal handle, gauge and brackets. Must be easily removable and within reach of driver.

All entrants should have a fully charged dry powder fire extinguisher, showing a current inspection certificate in their pit area at all times.

X. SAFETY EQUIPMENT:

Center of the steering wheel will be padded with at least two inches of resilient material. All bars within the driver's reach will be padded.

WINDOW NET REQUIRED. All window nets must drop down from the top.

It is required that either a Collapsible Steering Rod or a steering rod with two universal joints be used.

A steel quick release hub assembly may be used on the steering wheel.

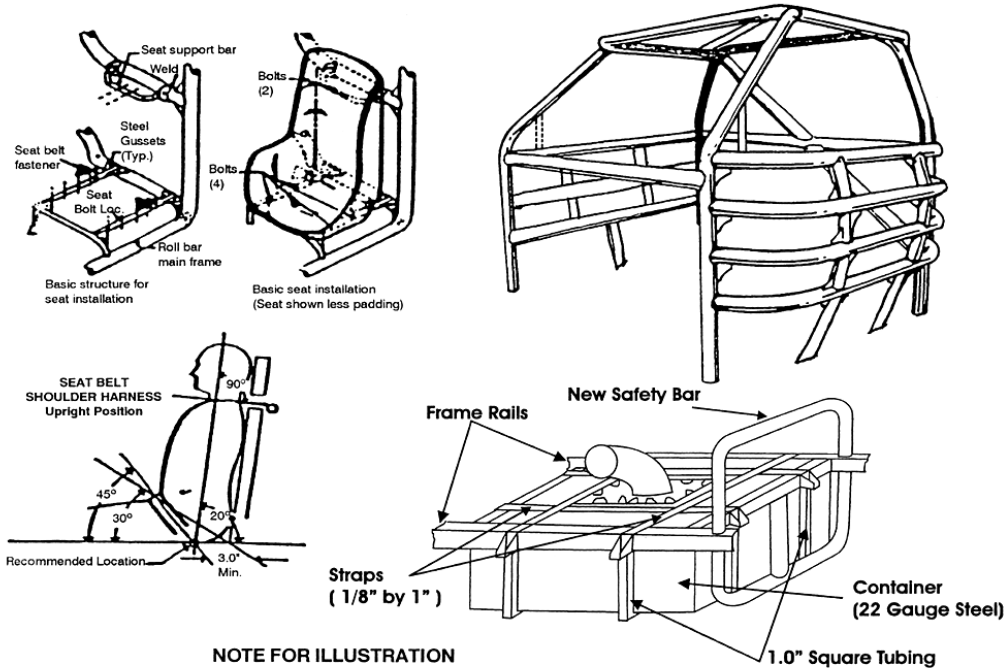
XI. GAS TANK:

If stock gas tank is ahead of rear between the frame rails in its stock location, it may remain in truck. You will have to relocate the filter neck inside of the bed. Fuel cell highly recommended. If you use a fuel cell, it must be contained in a steel structure of no less than 20gauge material. The fuel cell and steel container must have a 1" minimum tube frame surrounding the bottom. It must be mounted behind the cab between the frame rails and a minimum on 12" in front of rear bumper. The cell cannot be lower than the stock tank. A minimal amount of the bed may be removed for installation of the cell. It must be securely mounted with steel straps ½ inch thick by 1 ½ inches wide, minimum. Mounting method must be approved by Tech. the fuel cell size will be maximum 12 gallons. If you use a fuel cell the stock gas tank must be removed. Electric fuel pump must be mounted inside the frame rails rearward of the cab.

XII. ROLL CAGE:

Minimum 4-point roll cage required. Bar size; minimum is 1 ½ x .095 tubing. It should have a minimum of four door bars on the driver side and a minimum of two door bars or an X design on the right side. If 1 ¾ X .095 tubing is used, only three door bars are required on driver's door. Roll cage must be connected to the frame. See diagram on the last page. Front hoop optional. Maximum 1 ¾ x .095 tubing. Must be inside of fenders

IF IT DOESN'T SAY YOU CAN, YOU CAN'T!



NOTE FOR ILLUSTRATION

Container (22-gauge steel) for fuel cell must mount to frame rails via two (2) lateral and longitudinal braces forming grid beneath and on sides of cell container. Additionally, a two (2) lateral and longitudinal brace grid must cross the top of the cell container. It is strongly recommended that grid members be fabricated from one-inch square tubing and 1½-inch by 1/8-inch thick steel strapping is the minimum accepted material.

