



2017 4 CYLINDER TRUCK RULES

Updated May 15, 2017

The rules herein shall refer to Evans Mills Speedway as "EMS". These rules are intended to create affordable and fair competition. While they offer a good outline, every item cannot be covered by a written rule. Any questions regarding any item not specifically covered in these rules should be addressed with EMS Officials prior to proceeding. No car, component, or equipment will be considered as having been approved by reason of having previously passed through inspection unobserved or undetected. All equipment is subject to inspection and approval by EMS Officials. You may be assessed penalties including, but not limited to: added weight, fines, loss of points, loss of handicapping, and suspension, car parts, components, and/or equipment deemed as not in compliance with these rules. Any car part, component, and/or equipment which does not conform to the specifications or tolerances contained in the 2017 rules book or is not otherwise approved by EMS may not be used in competition in 2017, and is subject to confiscation at the discretion of EMS Officials.

By competing at EMS, you agree to have read the EMS 2017 General Rulebook and the 2017 EMS 4 Cylinder Truck rulebook.

NOTE: OEM = Original Equipment Manufacturer

APPROVED MODELS

This division is open to 2001 or older maximum eight valve, 4 cylinder pickup trucks.

Trucks must be non-turbo, open bed, rear wheel drive only.

4 wheel drive conversions and SUVs are NOT permitted.

All OEM parts for the make and model of the truck being used.

All trucks must maintain wheelbase as manufactured – making a long box into a short box is NOT permitted.

Evans Mills trucks must run their home track rules – no crossbreeding of rules allowed.

CHASSIS/FRAME

Stock frames in good condition ONLY will be permitted. Frame MUST be straight, sound, and complete.

NO cutting, welding, chopping, shortening, or lowering of frame is allowed.

DRIVER SAFETY EQUIPMENT

Full body SFI rated fire retardant suit mandatory. Either a one-piece or two-piece race suit is acceptable. If fire suit appears weathered, burned, or otherwise compromised, or if SFI tag is not visible/legible, EMS Officials reserve the right to reject any suit.

SFI rated fire retardant undergarments are recommended.

Approved SFI rated racing shoes or leather work shoes are permitted. ABSOLUTELY no sneakers allowed. Fire retardant socks recommended.

Fire retardant racing gloves required.

All drivers must have a full face race helmet that meets a minimum Snell SA2000 rating with no sign of previous damage. NO open face helmets permitted.

Neck collar or head and neck restraint device highly recommended for your safety.

OVERALL CAR WEIGHT

All specified weight requirements will include the driver and race gear. The minimum total weight for all trucks is 2,700 pounds. Maximum left side weight of all trucks is 56% of the total weight.

ADDED CAR WEIGHT

Added weight must be in block form magnetic steel or lead only of no less than five (5) pound blocks (no pellets). Added weight must be securely bolted to the frame rail and painted white with the truck number stenciled in black. No added weight will be permitted inside the driver's compartment. Weight must be welded in a box or attached with two (2) or more 7/16" diameter (minimum) grade 8 bolts and locking nuts.

WINDOW NET

All trucks must have an SFI-approved net properly installed in the driver's window area. Must have a quick release latch.

WINDSHIELD/REAR WINDOWS

Windshield must be OEM glass, Lexan, or wire mesh with at least two safety straps in the center.

You may run rear window, made of Lexan only. Must have a safety strap in the center.

REAR VIEW MIRROR

Absolutely NO mirrors allowed.

CAB AND BODY

Removal of inner roof panel allowed.

All body fenders, door skin, quarter panels, etc., must be OEM or 20 gauge steel. Rear deck lid of box ONLY may be aluminum.

Inner panels on fenders may be removed.

Cab structure should remain intact for safety.

Bumpers must remain stock in appearance in front and rear.

Aftermarket nose piece or rear tail piece – plastic ONLY – will be allowed. NO fiberglass.

Rub rails may not protrude past tire width.

Spoilers may be used, with a maximum height of five (5) inches. Spoilers may not extend past the sides of the box.

INTERIOR

All interior upholstery and carpeting must be removed.

May use OEM dashboard, or may replace it with an aftermarket dash.

An aluminum, high-backed racing seat is mandatory. NO fiberglass seats permitted. Must be securely mounted to frame or roll cage in a minimum of six (6) points (four at the bottom and two at the back).

A padded right side headrest is mandatory.

Must use SFI approved racing harness with a minimum of five (5) points, properly mounted to the roll cage. Belts must be three (3) inches wide and have a quick release latch. Restraints must be dated within five (5) years of the date of use. Date stamp must be legible – harnesses with illegible date stamps will NOT be permitted. EMS Officials reserve the right to reject any harness that shows discoloration or wear.

All trucks must have a securely fastened, onboard fire extinguisher in reach of the driver. A fire suppression system may be used for additional safety/security.

GENERAL ENGINE REQUIREMENTS

All trucks must maintain stock engine location as manufactured. No moving mounts or lowering or moving back of engine. Must use stock mounts, including rubber mounts.

Engine must be identical to the make, model, and engine size of the truck as manufactured. All engine parts must remain unmodified and identical to OEM parts for the make and model of the truck.

ENGINE COMPONENTS

Pistons must be of OEM stock height, OEM stock material, with an identical OEM stock combustion surface. May overbore up to .040" in diameter only. Any replacement piston must be equal to or greater in weight than the OEM stock piston and have identical combustion style surface. No exceptions.

Engine deck height must remain OEM stock.

Cylinder head must remain factory stock. No larger valves or porting permitted.

The only carburetor allowed will be a Holley 350 cfm #0-7448 two barrel. No HP metering plates. May use a spacer for carburetor no thicker than one (1) inch. May use adapter to mount carburetor, but spacer/adapters can not total more than one (1) inch thick. Paper gaskets only.

No porting of intake manifold.

For fuel injected models, OEM fuel injection must be used. OEM size injectors and OEM size throttle bodies must be used. ECU must be stock style, but computer chip is allowed. Ford Rangers must use ONLY the grey OEM color injectors with a 14lb/hr rating. No exceptions on fuel injected models.

Mass air flow sensors, if equipped, must remain OEM size housing and sensor for make and model of the truck with no modifications.

Must use stock ignition for model of truck. Aftermarket plugs and wires are permitted. Aftermarket ignition coils are allowed on carbureted models.

All valve train components – including timing gears, belts, and chains – must be OEM. No adjustable timing gears.

Camshaft and all valve components must be OEM for make, model, and engine size of truck being used.

BATTERY

Battery must be mounted in engine compartment or behind cab in a box. NO batteries permitted in the driver's compartment. The battery must be in a box and securely fastened.

All trucks must have a main power disconnect located within reach of the driver and clearly marked. Power disconnect must shut off the WHOLE electrical system – a key switch does not and cannot take the place of the main disconnect.

RADIOS

Monitoring of EMS Race Control on frequency 454.0000 is mandatory via a RaceCeiver, microscanner, or receiver. The approved one-way receiver must be mounted in plain view for inspection. Any car not monitoring the Race Control frequency during practice will be black-flagged to be made aware of their failure and is required to remedy it before proceeding further in the event. Any car not monitoring the Race Control during competition may be removed from the track at the discretion of EMS Officials. No other form of one- or two-way communication is permitted in the car at any time.

TRANSPONDERS

AMB X2 Car or AMB TranX X260 car transponder is required on all cars at all times (NO MX or Kart transponders). Transponders are to be mounted on the right side of the car, between 15 and 20 inches rearward of the centerline of the rear axle, and no more than 18 inches above the track surface. Transponders must be mounted vertically with an unobstructed view of the track surface (no metal underneath). Any driver caught improperly mounting their transponder in order to gain an advantage will have their finish position adjusted and/or be disqualified from the event (including forfeiture of points and prize money) at the discretion of EMS Officials.

ENGINE COOLING SYSTEM

Any type of radiator mounted in stock location is permitted.

Truck must be equipped with a minimum one (1) quart capacity overflow tank securely fastened under the hood. Overflow must blow off on the passenger front lower quarter of windshield.

NO antifreeze. Water only. "Water Wetter" additive may be used.

Electric fans are permitted.

ENGINE OIL SPECIFICATIONS

Combustion enhancing oils or additives are not permitted.

EXHAUST SYSTEM

Aftermarket tubular headers are permitted.

Exhaust system must be installed from header collector and exit behind the driver's seat with some type of muffler.

DRIVESHAFT

All driveshafts must be OEM for the make and model of the truck being used.

Driveshaft must be painted white.

Driveshaft loops must be located both at the front and rear of the driveshaft to prevent ejection during the race.

TRANSMISSION

Must use an OEM transmission with NO modifications.

Transmission must have all working gears.

Transmission must be the same transmission for the make of the truck being used.

Steel flywheel for model of truck being used is required. NO aluminum flywheels permitted.

Must use OEM style clutch and pressure plate.

REAR END

Must use stock rear end for the make and model of truck being used.

Gear changes permitted.

Rear axle may be moved to the top of the springs. The use of blocks is permitted.

Spring shackles are permitted on the rear springs only.

No limited slip differentials or "locker" rear ends allowed.

SUSPENSION

All control arms and locating devices (mounting points) must remain stock OEM, and in stock OEM locations.

Lower control arms are NOT to be altered in any way.

Upper control arm mount can be moved to adjust camber. NO modifications are to be made to the upper control arm.

Spindles must remain OEM with no alterations.

Race coil springs may be used in the front ONLY.

Front camber may be adjusted. Ford Ranger "I Beam" only may use aftermarket front I Beams to achieve this. If using aftermarket arms, they MUST be a "non lowering arm". Do NOT cut factory I Beams on Ford Rangers – they are cast iron.

Only direct replacement of I Beam with I Beam parts permitted, and must be inspected by EMS Officials to allow.

TIRES AND WHEELS

No traction control additives in or on tires.

All four (4) tires must be of the same size, be DOT legal, and have a minimum tread wear rating of 260.

Eligible tires are 195, 205, 215, 60 or 65 series, in a 14" or 15" size.

Tires must have a minimum tread depth of 1/8 inch at the lowest point.

All tires and rims must be either 14" or 15" at any point in time – NO mixing.

Wheel width maximum is 8".

Maximum offset is one (1) inch.

Left side and right side can utilize different backspace offset. Left front and left rear must utilize the same offset, right front and right rear must utilize the same offset.

One (1) inch lug nuts required on all wheel studs on all wheels.

No wheel spacers or shims permitted.

NOTE: A participant competing in any race at EMS specifically agrees that he/she acknowledges it is illegal to soak or treat racing tires and that said soaking or treatment of racing tires is against EPA regulations and further contains carcinogens and hazardous material which are unfit for his/her health and the health of all competitors and spectators. Any participant found violating the rule is subject to suspension.

SHOCKS

Aftermarket steel bodied shocks available at an auto parts store are acceptable. Aftermarket racing shocks are not permitted. Coil over shocks are not permitted.

GROUND CLEARANCE REQUIREMENTS

All ground clearance measurements will be taken at the lowest point, with the driver fully suited and in the driver's seat in a normal sitting position. There is zero tolerance.

Frame rails must have a minimum of five (5) inches of ground clearance. A-arms, leaf springs, and rear axle do not have to meet this requirement.

Front valance must have a minimum of two (2) inches of ground clearance, with driver fully suited and in the driver's seat.

BRAKES

Must be an OEM brake system for the year, make, and model of the truck being used.

No disc brake conversions allowed.

Adjustable brake bias not permitted.

All four brakes must work at all times, and no brake shutoffs are permitted.

FUEL CELL

You must run an approved fuel cell encased in a 20 gauge steel box.

Your fuel cell must have a maximum capacity of eight (8) gallons. NO exceptions!

Fuel cell must be located in the center of the chassis behind the rear differential and must have a minimum of eight (8) inches ground clearance.

Must have a manual fuel shut off located in the cab within the driver's reach that is clearly labeled.

STEERING

The stock steering column may be used, or may be replaced with an aftermarket steering shaft. MUST have a slip joint if replacing steering column.

Quick-disconnect steering wheels are permitted.

ROLL BARS

A six (6) point cage is required. Must be a minimum of 1.5" OD x .090 thickness mild steel tubing. Must be anchored to four (4) inch x four (4) inch steel plates, either bolted to the flooring or welded to the frame. Must have two rear down bars connected to the top of the rear hoop to the rear frame rails behind the rear axle. Bars may pass through the firewall.

The driver and passenger side doors must have a minimum of three (3) horizontal bars with uprights.

The driver's side door must have a minimum 1/8 inch steel plate welded to the cross bars.

All bars – including steering shaft – in driver's compartment/reach MUST be padded. Fire retardant padding is recommended.

NOTE – Competitors are solely and directly responsible for the safety of their race cars and racing equipment and are obligated to perform their duties (whether as a car owner, driver, or crew member) in a manner designed to minimize to the highest degree possible to risk of injury to themselves and others.

REMINDER: ANYTHING not specifically addressed in the rules – or any deviation from the above rules – MUST be cleared with and approved by EMS Officials PRIOR to acceptance. We can be reached by phone at (315) 221-9180 or on a message through our Facebook page.