

Empire Sport Truck Rules

The intent of the Empire Sport Truck class is to create an affordable, rear-wheel-drive option for rookies, and veterans to compete on an even playing field. These rules are designed to create equal opportunities for all drivers, and available makes and models, as well as drivers, to visit victory lane. These rules will not change significantly from year to year. EST or track officials have the final say as to whether something unspecified is legal.

Eligible Trucks

- 2005 or older, 8 valve, single cam 4 cylinder trucks.
- Trucks must be non-turbo, Open bed, rear wheel drive only.
- 4-wheel drive conversions may be used, but must be rear wheel drive only with no front driveshaft. You may remove transmission and transfer case replace with 2 wheel drive transmission.
- No SUV's

Chassis

- Must use stock frame in good condition only.
- Frame must be straight, sound, and complete.
- Cutting, chopping, or shortening of the frame is not allowed.
- Frame rails may be notched in the rear above rear end to allow for suspension travel.
- Must retain factory wheelbase for the truck being used.
- Minimum frame height of 5"*.
 - *A-arms, leaf springs, rear axle, and front valiance do not have to meet this requirement.
 - *This will be measured with fully suited driver strapped in the seat.
- Zero tolerance on ride height.

Rollcage

- 6 point rollcage mandatory.
- Minimum 1.5" OD x .090 wall thickness minimum.
- Must be securely welded to frame.
- Driver and passenger side door must have a minimum 3 horizontal door bars.
- Passenger side door bars may utilize an "X" design with a horizontal bar at top and bottom of "X".
- All rollbars in reach of the driver must be padded.

Engine Location

- All trucks must maintain factory engine location.
- No moving mounts, lowering, or engine setback.

Weight

- Minimum weight is 2650# after the race.
- 46.5% Maximum rear weight *1/2% tolerance.
- On asphalt, 54% left side max if on Hoosier/American Racer G60 tires, 56% on DOT tires.

Body

- May repair/replace rust/damage with 20 gauge sheetmetal. Any repairs must be done with pride. Must include all factory bodylines.
- Any replacement body panels must have all factory body lines and must be factory dimension and location.
- Trucks must have either a full bed or "tonneau cover".
- Bed covers must be used if the bed has been gutted (no "open" beds).

- Bed covers must be solid (steel, aluminum, plastic, leather, etc.).
- Spoilers may be used, 5" tall surface area maximum.
- May use sideboards on spoiler, no more than 12" long, no taller than spoiler.
- May run aftermarket nose and tail piece.
- Cab must be intact and maintain stock dimensions, including stock floor pans and firewalls. May be cut for exhaust.
- No fiberglass body panels.

Engine

- All internal engine components must remain stock OEM, unaltered as manufactured. This includes but is not limited to Rods, Crankshaft, Intake Manifold.
- Cylinder Head may be swapped to allow for carburetor.
- Camshaft must maintain stock lift. (.450 max, measured at the valve.)
- Engine must match make and model of truck.
- Does not need to match year.
- Pistons must be OEM Stock height and weight, and combustion surface must match OEM.
- .040 overbore maximum. No tolerance.
- Head may be milled .030 MAX. No tolerance.
- Engine Deck height must match factory.
- Cylinder head must remain stock. This means no oversized valves, no porting or polishing.
- The use of an older cylinder head may be used to convert from fuel injection to carburetion.
- No adjustable timing gears.
- Head may be shaved to "true" it for refresh, but keep in mind compression has to remain stock.
- Must run steel OEM flywheel.
- Flywheels may not be lightened.
- 185# compression max.

Fuel/Air

- May run stock carburetor, box stock Holley 350, or Box Stock Holley 500. Must pass ball test. May change jets and power valve. May remove choke.
- May use carburetor spacer no taller than 1".
- May use adapter plate or mild modification to intake for mounting of carburetor.
- No porting intakes

Fuel injected models

- OEM fuel injection must be used.
- OEM sized throttle bodies must be used.
- OEM sized fuel injectors only.
- ECU must be stock style, but computer chip may be used.
- May use adjustable fuel pressure regulator.
- 94 octane max pump fuel only. No alcohol. NO race fuel. Fuel will be tested.
- If your engine will not run on pump fuel, your engine is illegal.

Ignition

- Must use stock ignition for that model of truck.
- May use aftermarket spark plugs and wires.
- May use aftermarket ignition coil.

Transmissions

- Must be stock!
- All gears must be fully operational.
- May use manual or automatic including stock, unaltered powerglide.
- No racing transmissions including TCI powerglides, Bert, Brinn, falcon, etc.
- Automatics must use a functional torque converter.

Fuel Cell

- Must use approved fuel cell.
- Must be encased in steel.
- Minimum 8" ground clearance.

Exhaust

- Aftermarket tubular headers are permitted.
- May run any type of exhaust.
- Exhaust must exit behind driver.

Cooling System

- May use electric or belt driven fans.
- May use any type of radiator.
- Radiator must be in stock location.
- Must have minimum 1 quart overflow tank securely fastened under hood.
- May use "water-wetter" additive or equivalent.

Batteries

- Batteries may be mounted in engine compartment, or in bed area of truck.
- Batteries not allowed in cab.
- Batteries must be secure.
- All trucks must have main power disconnect within reach of the driver and clearly marked.

Rear End

- Must use OEM rear end.
- No Ford 9".
- Gear changes are permitted.
- No quick changes.
- No aftermarket aluminum rear ends.
- Rear axle may be moved to top of springs.
- No added lift arms or push bars allowed.
- No upper torque links or panhard bars allowed.
- May add or remove leaf springs.
- May use lowering blocks.

Drive Shaft

- Drive shaft must be OEM.
- Must be painted white.
- Safety loop must be located 6" from rear of driveshaft.

Brakes

- Must use OEM brake system.
- No adjustable brake bias allowed.

- All 4 wheels must lock when inspected.
- May run right front brake shutoff.

Suspension

- All Springs, bushings, shocks and locating devices must be stock OEM and in OEM location.
- May use aftermarket steel bodied shocks available at auto parts store.
 - \$75 LIST PRICE MAXIMUM WHEN NEW
- No aftermarket race shocks permitted.
- No racing springs.
- Front camber may be adjusted by slotting of strut towers, adding shims.
- Ford Rangers may use aftermarket I-beam to obtain camber as it is not recommended nor safe to cut or weld cast iron factory arms.
- All suspension components must be stock or stock replacement.
- Aftermarket tubular a-arms are not permitted.

Steering

- May use factory steering column or may replace with aftermarket steering shaft.
- Must have slip joint if replacing steering column, or two universal joints.
- Quick disconnect steering wheel allowed and recommended.
- May use steering quickener.

Tires

Tire options include the following:

- DOT Legal street tire.
- Maximum 245-60 or 65 series with tread wear rating (UTQG) of at least 260.
- 14" or 15" only.
- No snow tires, studs etc.
- "Snowcap" or "Snowflake" emblem renders the tire illegal.
- IMCA Stamped Hoosier G60.
- American Racer G60.
- Grooving and siping of tires is permitted.
- No Racing recaps.

SPECIAL TIRE RULES FOR ASPHALT

- If using Hoosier/American Racer or street tire over 215 series, truck must have maximum 54% left side weight.
- If using 215 series or smaller street tire, 56% left side weight max.
- NO TIRE SOFTENER.

Wheels

- Steel Wheels only.
- 8" wide maximum.
- No Beadlocks.
- 1" Lug nuts mandatory.

General Build Rules

- All interior must be gutted including upholstery and carpeting.
- May use OEM dashboard, or may replace it with a fabricated dash.
- Pedals must be in stock location with no extensions.
- May use aftermarket pedals.

- Aluminum high-back racing seat mandatory.
- Must be securely mounted to the frame/rollcage.
- Must use approved SFI rated 5 point racing harness, less than 5 years from manufacture date.
- Trucks must have approved window net with quick release latch.
- Windshield must be OEM Glass, Lexan, or wire mesh.
- Bumpers must be solid, fully intact, with no sharp edges.
- No "gaudy" cow catcher type of bumpers.

Driver Attire

- Must use full body, fire retarded firesuit.
- Must use approved racing shoes or leather steel toed work boots.
- Must use Snell SA-2000 approved full face helmet.
- Must use neck brace or Hans/hutchens device.
- Must use fire retardant gloves.

Miscellaneous Rules

- Rules are subject to change at any time in the interest of safety or fair competition.
- Any modifications, alterations, covering, or removal of any logo, casting and/or 10 number from any stock OEM required part will render that part illegal. The driver will be automatically disqualified, and may face suspension.
- Any part may be confiscated at any time by the track or EST Official.
- If the part has been determined to be illegal, the part will be kept by EST.
- If the part is deemed legal, it will be returned to the driver.
- Drivers may be suspended and/or fined for ANY rules infraction.
- If a driver is fined, he/she will not be allowed to compete in any EST sanctioned event until fine is paid.
- All disqualifications will be publicly posted on EST website.
- If you have any question of the legality of anything, ask before you do it.
- Drivers are responsible for the actions of themselves and their crew.
- A driver is responsible for the actions of their crew. Make sure your crew knows this.
- Drivers may not enter another drivers pit and cause a disturbance. If this happens, the driver will be disqualified for the night or longer. If you have a problem with another driver and would like to talk about it, contact an EST or track official who will mediate the discussion.
- Fighting will not be tolerated. If you throw a punch, plan on being suspended for a bare minimum of 1 year.
- Empire Sport Truck officials have the right to clarify any rules. Their decision is final.