

**Class Specifications
ProMod Truck - 2008**



Scale Racing League
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Class Specifications ProMod Truck - 2008

The “Class Specifications” of the Scale Racing League are intended to assist in governing the competitiveness and vehicle safety of any and all sanctioned events. They are a guide and in no way guarantee against injury or death to participants, spectators or others. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these rules.

January 1st, of each year, all editions of the Scale Racing League’s *Class Specifications* are superseded by the next set of Scale Racing League’s *Class Specifications*. The year printed at the top of each page is known as the revision number of that set of *Class Specifications*.

The Scale Racing League reserves the right to change, modify or supplement the *Class Specifications* at any time. All members of the Scale Racing League will be notified of these changes by means of a “*Rev Page*” mailed to them via the United States Postal Service. “*Rev Pages*” will completely replace the entire section number in that year’s revision of the *Class Specifications* and shall be effective the 1st day of the month preceding the post marked month of the letter.

Note:

1. Inside this publication, The Scale Racing League may be referred to with the initials “SRL”.
2. Inside this publication, The Basic Competition Rules may be referred to with the initials “BCR”.
3. Inside this publication, The Class Specifications may be referred to with the initials “CS”.
4. All dimensions in this publication are in inches unless otherwise noted.
5. Changes to this publication different from the previously published revision will be shown in underlined text.

Racing is a dangerous sport. The likelihood of serious injury and possible death are heightened by competing in speed type events. The Scale Racing League assumes no responsibility for injury or death resulting from, but not limited to, the compliance of these rules or the engagement of competition in a SRL sanctioned event. No express or implied warranties of safety or fitness for a particular purpose shall be intended or result from publication or compliance with these rules.

The Scale Racing League is a driver friendly organization, dedicated to the promotion of ½ scale motorsports. The Scale Racing League is built on an open manufacturer template that allows our members the chance to improve the organization in which they belong. The address is:

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1.0 Pro-Mod Truck

These specifications in conjunction with the Scale Racing League “Basic Competition Rules” shall govern all vehicles participating in sanctioned SRL events. These specifications shall govern all trucks competing within the Pro-Mod Truck events sanctioned by the *Scale Racing League*. Throughout these specifications The Scale Racing League shall be referenced as the “Sanctioning Body”.

2.0 VEHICLE TECHNICAL SPECIFICATIONS

2.1 FUELS

The use of gasoline or racing fuel only will be allowed. NO mixing of fuels. NO Alcohol Allowed

2.2 OILS SPECIFICATIONS

The use of combustible oils and/or additives is strictly forbidden. The sanctioning body reserves the right to require competitors adhere to these specifications by the use of spec oils and any/or other test deemed appropriate. Oils and/or additives found to be an irritant to other drivers and or people will be banned. **Competitors found to be in violation of section 2.2 will be dealt with harshly.**

2.3 WEIGHT SPECIFICATIONS

All vehicles shall weigh the specified amount for the class at post and pre race inspections. There shall be a maximum of 60% left side weight.

Suspended, ProMod Truck Single GX390 Single Cyl. Eng. = 765 Pounds
Suspended, ProMod Truck With Briggs Twin Cyl. 20 HP. Eng. = 800 Pounds
Suspended, ProMod Truck With Honda GX620 Twin Cyl. 20 HP. Eng. = 820 Pounds

2.4 BALLAST

Ballast shall be added to all Trucks as required, to meet minimum weight. Ballast shall be securely mounted within the bodywork and serve no other purpose. Ballast shall be mounted by means of grade 8 hardware, lock nuts and safety wire or pins to a frame member. Ballast shall be solid with no sharp edges. Ballast is required to be painted florescent orange and may not be more than 4 1/2 inches above the floor pan.

2.5 NOISE REGULATIONS

Local noise regulations may require the use of a muffler, in which case the sanctioning body will mandate the existence. Mufflers are a non-techable item except for the following specifications:

- 1) Mufflers shall quiet the vehicle suitable for the track’s requirements
- 2) Mufflers shall be securely mounted.

2.6 BATTERIES

NO Battery Shall Be Installed Or Inside The Driver's Compartment, with the exception of small instrument sized batteries as used in tachometer or gauges. All batteries shall be attached securely to the frame or chassis structure independent of the container. Battery location is unrestricted. Battery, mounting, wiring and/or charging post are subject to approval by the sanctioning body.

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2.7 FUEL CELLS

All fuel cells shall be securely mounted to the frame. The location shall be within the structure of the vehicle outside the driver's compartment. It is recommended the fuel cell be mounted inside a metal enclosure. The filling neck of the fuel cell shall not be in the drivers compartment. Maximum capacity of the fuel cell shall be 2.5 gallons. Filler caps, fuel pickup openings and lines, breather vents, and fuel lines shall be so designed that if the car is partially or totally inverted, fuel shall not escape. Fuel cell breathers shall vent outside the vehicle and away from the exhaust system Fuel lines shall not enter or run through the driver's compartment.

2.8 FIREWALL AND FLOOR

A firewall constructed of .030 steel only, (No Aluminum Allowed) shall completely separate the vehicle into two areas known as the engine and driver compartments. The Floor of the vehicle shall be constructed of steel only with a minimum thickness of .030.

2.9 FIRE SYSTEMS

All vehicles are recommended to have a fire extinguisher on board and securely fastened.

2.10 FLUID CATCH TANKS AND FILTERS AND BREATHERS

All orifices within the engine compartment shall vent into a catch tank that is securely mounted within the engine compartment (I.E.... Valve cover)

2.11 ELECTRICAL AND SWITCH SPECIFICATIONS

All electrical wiring shall be neatly routed within the chassis of the vehicle. No part of the harness may be capable of "floating" within the driver compartment. Switches shall be mounted to a dash or panel located in front of and accessible by the driver. The ignition or master kill switch shall be located on the left-hand side of the vehicle and marked on/off. Accessibility to the ignition or kill switch through the left side window is mandatory and shall be unobstructed.

2.12 WINDOW SAFETY NETS

All vehicles are required to have a left side safety net that is securely fastened to the chassis. The use of a window net **or** side window is recommended on the right side. MMI and any other truck with a center mounted seat will be required to have a right side window net.

2.12.1 WINDOW MATERIALS AND FASTENING

The windows shall be constructed of a clear polycarbonate (i.e. Lexan) material with a minimum thickness of .0625. Windows shall be securely fastened in place. Plexiglas is not a polycarbonate material. There shall be no holes in the front or rear windows. Front, rear, left rear side and right rear side windows are mandatory.

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2.13 DATA COLLECTION DEVICES

If used, data collection devices shall fall within these parameters. All devices shall be securely mounted and shall not obstruct the driver in any way. Device shall collect and/or remember only these approved inputs:

- 1) Head Temperature
- 2) Exhaust Gas Temperature
- 3) Exhaust Air/Fuel Mixture
- 4) Revolutions Per Minute
- 5) Lap Time

2.14 DRIVER RESTRAINT SYSTEM

The use of a 5-point quick release style safety harness is mandatory. The Safety harnesses shall have a SFI rating of at least 16.1 and a minimum of 2 inches wide. The safety harness shall be free of fretting and visible wear with a manufactured date less than 5 years old. The Safety harness shall be mounted securely to the chassis with grade 5 SAE bolts. NO INERTIA WHEELS

2.15 BODY REQUIREMENTS

The body is required to fit the chassis properly. Hand made and /or home built bodies shall be subject to approval of the sanctioning body. The sanctioning body encourages the purchase of bodies of reliable and known sources.

2.16 BODY CONSTRUCTION

The body, which includes, rear deck, hood and roof panel shall be constructed of fiberglass and or plastic. If the body is constructed of more than one material no visible difference of the two shall be evident. If the body is constructed of multiple pieces (i.e. clips, fenders etc.) the seams shall have close fits and an appealing look. All bodies shall have separate rear deck, hood and roof panels. The roof panel shall be hinged in the front.

Body dimensions shall be:

	MIN	MAX
Width	42 inches	48 inches
Length	118 inches	125 inches
Height	35 inches	38 inches

2.17 BODY MOUNTING

The Body shall be mounted to the chassis by means of screws or bolts, level to the chassis. The body shall be mounted on center to the chassis. The only holes allowed in the body shall be located on the front spoiler under the bumper. A maximum of 2 holes, 3 inches by 6 inches or 4 holes 3 inches by 3 inches. A metal mesh screen mounted from inside the body is required for any/all holes.

2.18 SPOILER REQUIREMENTS

Rear Spoilers shall not have the ability to be adjustable from inside the driver's compartment. Spoilers shall meet a minimum width of 34 inches and a maximum of 40 inches. The height of the spoiler shall be a minimum of 4 inches and a maximum of 5 inches tall. Spoilers shall be run between 39 and 50 degree to a level and horizontal plane. Spoiler shall be constructed of a thick enough material as to keep it from flexing while at speed. Spoiler angle will be measured with driver in the car and as raced.

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2.19 BUMPER SPECIFICATIONS

Bumpers are required on front and rear of the vehicle. Bumpers shall not be visible or protrude outside the body.

2.20 SEAT REQUIREMENTS

The seat shall be constructed of aluminum by a reputable manufacturer of Automobile racing seats. Seat shall be securely mounted to the chassis. The only materials allowed for the mounting of the seat shall be metal. NO modifications with there intent deemed as lightening shall be allowed. Seats and the mounting of them are subject to sanctioning body approval.

2.21 STEERING SPECIFICATIONS

The steering system shall consist of a steering wheel suitable for automobile racing and mounted with a quick release hub, and a rack and pinion style steering box. All bolts used to mount any part of the steering systems shall be grade 8 and use lock nuts and/or safety wire.

2.22 WHEEL SPECIFICATIONS

Wheels shall be 8 inches max diameter and 8 inches max width and constructed of aluminum and/or steel. Wheel rim width shall be measured at the base of the rim seat.

2.23 TIRE SPECIFICATIONS

American Racer Slicks - 15.0 X 7.00 X 8S. M32 compound only. Tire softeners are prohibited. Hoosier tires are allowed (Outdoor Style Only). No softer compound tire will be allowed. Tires must be of matched set. Either 4 Hoosier's or 4 American Racer tires on vehicle at one time NO MIXING OF TIRE BRANDS!

2.24 BRAKING SYSTEM REQUIREMENTS

The braking system shall consist of one foot-operated pedal, located on the left side of the car, that operates a hydraulic style master cylinder. The braking system shall brake the entire rear axle, at a minimum. NO BAND STYLE BRAKES. Front break system is recommended, but not required this year.

2.25 THROTTLE LINKAGE SPECIFICATION

The throttle of the engine shall be controlled by one foot-operated pedal located on the right of the vehicle. Throttle return springs are mandatory.

2.26 DASH REQUIREMENTS

The dash shall not hinder the driver from controlling the car in any way. The dash shall not obstruct the driver's view in any way.

2.27 REAR AXLE REQUIREMENTS

The rear axle shall be made of steel at least 1.250 inches in diameter and maximum of 1.575 inches diameter. The axle shall not protrude outside the wheels. Both rear hubs shall be securely mounted to the axle. The hubs shall never spin independent to the other wheel or axle. Axles shall have a groove cut into the end. This groove shall have an external lock ring installed. No limited slip devices.

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2.28 ENGINE LOCATION AND COOLING REQUIREMENTS

The engine must be located in the rear of the chassis. Engine cooling shall be limited to shrouds and ducts. NO RADIATORS. The oil capacity shall remain unaltered from stock specifications.

2.29 AIR DUCT SPECIFICATIONS

NACA style ducts shall be located in either (not both) drivers side window. The duct located in the driver's side window shall not close off more than 1/3 of the window opening – this includes the mounting structure. Accessibility requirements in section 2.11 are mandatory. **NO FORCED AIR INDUCTION.** NACA style duct shall not protrude above or outside the flush line of vehicle or body at any point. NACA or any other style of duct work shall be no larger than the standard 3 inch NACA duct style.

2.30 MIRROR SPECIFICATIONS

All vehicles are required to have mirror(s) that give the driver a rear view of both sides of the car. Mirrors shall not protrude outside a vertical line drawn from the ground up tangent past the body.

2.31 CLUTCH SPECIFICATIONS

Only dry centrifugal clutches utilizing a “bell” and “shoe(s)” design are allowed. No Transmissions, belt driven torque converters, oil bath or axle clutches. 1” bore clutch only. Manufacturer is open. The Horstman Red Hawk disc clutch has been approved for use in the 2008 season.

2.32 ENGINE STARTER SPECIFICATIONS

All vehicles are required to run an on board engine starter operated by a switch on the dash. The starter shall be in good working order

2.33 GEARING SPECIFICATIONS

The sanctioning body reserves the right to specify a “SPEC” gear ratio for special events or series.

2.34 CHASSIS RIDE HEIGHT

Minimum ride height shall be measured at the nose and both sides of the chassis with driver sitting normally inside the seat and vehicle above minimum weight. Minimum ride height shall be one and one half inches “1 1/2” measured at the lowest point of the chassis or body, not including welds or fasteners. Excessive scrubbing of the chassis is prohibited and is cause for a black flag to be issued or finish position to be taken away.

2.35 SHOCKS AND SPRING SPECIFICATIONS

Shocks and spring manufacturers are open. Any shock may be used if all fluid for shock damping is held within the main body of the shock. Springs may be of any length and rate. Springs must be 1 7/8” internal diameter. No rear sway bar allowed.

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3.0 CHASSIS SPECIFICATIONS

3.1 CHASSIS MANUFACTURER

Only chassis listed on the “*Approved Chassis Manufacturers*” list may compete in SRL sanctioned events. The main structure of the chassis shall not be modified in any way. Each manufacturer shall submit new specs to the national office if ANY changes to chassis specs as previously approved are executed on new chassis produced. Sway bars are allowed.

3.2 CHASSIS SPECIFICATIONS

The overall length width and height of the chassis shall fit within the dimensions set forth in section 2.16. The suspension settings shall be run within the following parameter at all sanctioned events:

	MIN	MAX
Wheelbase	69 inches	71 inches
Front Track	42 inches	48 inches
Rear Track	42 inches	48 inches

The left and right wheelbase of the vehicle shall be no greater than ½ inch different from each other. No portion of the wheel or tire shall protrude outside the bodywork more than the maximum of 1 inch. Track width is measured from outside of left side tire to the outside of the right side tire.

3.3 CHASSIS REPAIR

Chassis repair and modifications shall stay within the rules set forth by the BCR. Changes to the chassis structure are prohibited. It is highly recommended that competitors have their chassis regularly inspected by a professional for metal fatigue. No cracked or broken frames shall run in any sanctioned events.

4.0 ENGINE

4.1 ENGINE REQUIREMENTS

The engine shall fall within these specifications listed in section 4.0. Modifications to engines that fall under the following specs are approved.

4.2 ENGINE MANUFACTURER

Only Honda GX390, GX620 and Brigs and Stratton 18HP Vanguard engines will be used in SRL sanctioned events.

4.3 ENGINE SPECIFICATIONS

Modifications to engine are allowed. The only requirements on said modification are there shall be a maximum of 650 CC.

4.4 CARBURETOR MODELS

Only one (1) carburetor will be allowed per engine. NO dual or twin style carburetors allowed on any engine. No turbo chargers, fuel injection systems, blowers or nitrous systems allowed.

4.5 ELECTRIC FUEL PUMPS

In addition to a manual cut off switch, Electric fuel pump systems must have a, "safety cutoff switch" installed inline, that will automatically cut off power to the system in the event of impact, or if engine cuts off for any reason.