

## **2026 Full Throttle Motor Speedway @ Varney Thunder Truck Rules**

**DISCLAIMER:** The rules and/or specifications set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. By making an application for a competitor permit, it is deemed that the competitor agrees to become familiar with these regulations and abide by the directions set forth and prescribed by management. No express or implied warranty of safety shall result from publications of, or compliance with these rules and/or specifications. They are intended as a guide for conduct of the sport and are in no way a guarantee against injury or death to participants, spectators, or others. **The interpretation of these rules will be solely the judgement of the track officials and tech staff in charge and their decision will be final.**

Any part of the car not specifically mentioned or covered in these rules must remain stock. Stock parts are those found in the OEM parts book (original equipment manufacturer), not those found in high performance or off-road racing parts books. Any cars being checked will be allowed to have only one driver and two crew members in the tech area. Any harassment from any driver or crew member to the staff may result in an automatic disqualification, thus forfeiting all points and monies earned that night. **Disqualification decision for any reason will be deemed final.**

Interpretation of these rules will be solely up to the judgment of the officials in charge of the tech area. The speedway reserves the right to impound non-complying components with no compensation to the owner. Non-compliance with the specifications outlined herein may subject violating teams to disqualification and loss of points and monies earned for that event. **IF IT DOESN'T SAY YOU CAN DO IT, ASK THE TECH DIRECTOR FIRST.**

## **2026 Full Throttle Motor Speedway @ Varney Thunder Truck Rules**

### **SAFETY EQUIPMENT**

ALL equipment must be inspected by official for date, condition, and mounting prior to vehicle going on race track.

### **BELTS**

Five-point safety belts and shoulder harnesses are mandatory and anchored with grade 8 hardware only. Belts must have been manufactured in the last 5 years and carry an SFI rating and pass tech inspection. The Speedway strongly recommends belts within a 3-year manufacturer date. Seat belts must be securely fastened to cage and/or frame and in good repair with no visual damage.

### **FIRE CONTROL**

Cars must have a 2 1/2lb minimum fire extinguisher with a steel or aluminum head mounted in a steel mounting bracket and bolted down within driver's reach with seatbelts on and tightened. Fire extinguisher must be serviced and inspected each year and dated no earlier than Jan 1st of the current year.

### **FIRE SUIT**

Minimum SFI 1 rated Nomex or Proban single layer or greater fire suit is mandatory.

### **GLOVES AND FOOTWEAR**

Fireproof gloves and fireproof footwear are mandatory. NO NYLON SNEAKERS.

### **FUEL SHUT OFF SWITCH**

Fuel ignition (on/off) switch to be mounted one on either side of vehicle, clearly marked and to be within reach from outside of vehicle incase of emergency.

### **HEAD & NECK RESTRAINT**

Head and neck restraint system MANDATORY, must be worn at all times on track under racing conditions.

### **HELMET**

Snell SA2020 or newer, closed face only.

### **SEAT**

Approved aluminum racing seat securely mounted to roll cage with 3/8 grade 8 bolts. Containment seat or head side plates recommended, absolutely no fiberglass seats.

### **WINDOW AND WINDOW NET**

Driver side window net mandatory, must be in good condition, pulled tight and securely mounted to roll cage. All glass to be removed from doors and rear window, front and rear windshields maybe replaced with 1/8" lexan. Two braces to front window.

### **ROLL CAGE/BARS**

1 3/4" x .095" round tubing only. Cage must be directly welded to the frame. All welds must be complete and safe and gusseted. No offset cages (cage to body must be 2" clearance). No heat made or tube wrinkled bends. A 6-point frame mounted cage is mandatory (2 rear down tubes) plus 4 driver door bars and passenger side "x" must be utilized. Cage must be padded in the driver's immediate area. A center front bar (dash to top hoop) 1 3/4" mandatory. Front hoop is optional.

## **2026 Full Throttle Motor Speedway @ Varney Thunder Truck Rules**

### **BODY - BUILD - APPEARANCE**

- All components of vehicle to be stock for year, make, model unless discussed in these rules or with tech official.
- Open to any factory v8 2wd pick-up truck.
- Unnecessary trims, plastics, interior, and air bags to be removed.
- Cab, cab mounts, firewall, and cowl must remain stock and in stock location.
- Hood and rad saddle to remain in stock location, may be replaced with tube if damaged or rotten.
- If using stock Tailgate, may be gutted and replaced with steel or aluminum panel.
- Truck box to be complete except for allowed amount to mount fuel cell, must have enough support for box sides.
- Box to be covered by tonneau cover made from steel or aluminum panel, no open areas.
- Plastic nose and tail cones allowed, must use 1-3/4" tube bumper in stock location.
- If using stock bumper must remain stock in stock location.
- Home made body panels allowed, must be stock appearing and made from min 22ga steel, replacement panels can start 5" from bottom of window frame and 5" below top of box.
- Steel or aluminum side skirts allowed can be 6 inches in height with 5" ground clearance.

### **SPOILER**

Spoiler is optional, can be made from steel, aluminum or lexan. Not to be any wider than box of vehicle. Max 6" in height, forward and or rearward bracing allowed

### **PAINT AND LETTERING**

All trucks must be neatly painted and lettered. All trucks must have numbers readable by the scorer tower in order to be scored. Top of windshield should be reserved for class sponsor.

### **BATTERY**

Must be anchored securely in a steel battery box located between the centerline of the rear axle and the rear of the cab. 12-volt electrical system only.

### **BRAKES AND PEDALS**

Stock unaltered brake pedal and master cylinder. Brake bias allowed mounted out of drivers reach. When adding clutch, single pedal with single master floor or hanging mount. 9" floater with disc brakes calipers must be same size as fronts. OEM brake parts.

### **SHOCKS AND SPRINGS**

Racing springs allowed 5" diameter. Steel body shock only, one per corner, outboard mounting allowed. no rebuildable, air, gas, adjustable or split valve shocks.

### **CHASSIS**

All suspension points and mounting brackets to remain in stock location for truck make and model front and rear. Load bolts allowed adjustable rear shackles allowed.

### **COOLING SYSTEM**

Stock rad may be replaced with aluminum type racing rad. Electric and mechanical fans allowed, mechanical fan must have shroud. NO ANTI FREEZE.

### **EXHAUST**

Unaltered stock manifolds to make of truck. Headers allowed 1 5/8" tube no step up, 3" collector max. Muffler mandatory 98 decibels, no alterations of muffler, max exhaust tube size 3" no x, y, h pipes allowed.

## **2026 Full Throttle Motor Speedway @ Varney Thunder Truck Rules**

### **FRAME**

No major modifications or alterations from factory specs for truck models being used.

### **MIRRORS**

Rear view mirrors are optional. Optional side mirrors are permitted but must not extend or protrude outside the vehicle.

### **RADIOS**

Two-way radios, optional. Receivers programmed to track frequency **MANDATORY**.

### **TIRES AND RIMS**

Any steel factory or aftermarket rim can be used. 8" width and min 3" backspace. Racing rims allowed. American racer 8" 4 groove sold at the track only. Tires and wheels should not protrude outside of the body (2" max allowance per side). 870 8" American Racer 4 groove tire **MANDATORY**

### **IGNITION SYSTEM**

Stock type ignition allowed for model of vehicle, push button start allowed, MSD BOX 6AL, 6ALN allowed, MSD soft touch rev box 8728 mandatory if no other chip type ignition is used. Must be mounted out of reach of driver. Tech holds the right to replace your chip at any time. LS engine must use stock ecm with harness and stock rpm limiter

### **FUEL SYSTEM**

Fuel cell to mounted securely between rear frame rails, must have protection bar. Fuel cap to be tethered. Unleaded unaltered 93 octane pump fuel or low lead av fuel, no additives. Holley 4412 carb must fit all go no go gauges. No hp carbs, 1" spacer allowed must have 2 return springs

### **STEERING AND SUSPENSION**

- All suspension to remain stock and in stock location for make of vehicle unless otherwise stated in these rules or discussed with tech official.
- Stock inner and outer tie rod only no hiem joints, adjuster can be replaced with aftermarket adjuster.
- Stock steering column can be removed in place of 3/4 tube.
- Screw in ball joints allowed upper and lower.
- Upper control arms allowed interchangeable but must mount in stock location without modification.
- Sway bar mounted in stock location both sides, adjustable links allowed. No slapper bars.
- Steering wheel must have center protective pad.

### **DRIVELINE**

- Stock rear end allowed to be locked or welded.
- 9" floater allowed, must be mounted in stock location, final drive allowed, no aluminum tubes or spools, no lightweight gears.
- Driveshaft to be steel or painted white.
- 2 or 3 speed auto allowed.
- Saginaw manual allowed clutch to be stock to make model of truck.

### **WEIGHT**

3600LBS base, to be checked after feature driver in, no topping up of fuel. All lead must be greater then 5 lb blocks, painted white with truck number on it.

## **2026 Full Throttle Motor Speedway @ Varney Thunder Truck Rules**

### **RPM**

#### **MANDATORY**

- Built - 6900 RPM
- Built with vortex - 5800 RPM
- Crate 602 - 6400 RPM
- FTMS Spec - 6400 RPM
- 4.8 LS Spec - 6400 RPM
- 6L LS Truck Spec - 6200 RPM

### **CRATE ENGINE:**

GM 602 crate may be used in any approved make or model of car in competition. If at any time when the engine is being repaired and or the oil pan is removed an inspection plug of 1 ¼" must be installed prior to the engine be re-sealed either by an approved speedway vendor or the speedway itself. Only approved, sealed, unaltered engines. No changes, substitutions or modifications to engine. All Chevrolet crate engines must be sealed by a FTMS approved engine builder. New and repaired crate engines must be sealed by a FTMS approved engine builder. It is the competitor's responsibility to have paperwork of where the engine was purchased and competitor's will be held accountable for alterations to the engine. Approved engine part replacement: a double roller timing chain set may be installed by an approved FTMS repair facility. The timing chain set must be installed to factory timing settings. Engine must be sealed by an FTMS approved repair facility. Engine seals must be obtained from the tech director.

### **FTMS SPEC ENGINE ALLOWED**

## **2026 Full Throttle Motor Speedway @ Varney Thunder Truck Rules**

### **BUILT ENGINE:**

NO INTERCHANGE OF ENGINE BETWEEN MAKES. MUST BE A FORD ENGINE IN A FORD, CHEV IN A CHEV, DODGE IN A DODGE.

CHEV 350cu in – max overbore .045 – max displacement 358cu in

DODGE 360cu in – max overbore .045 – max displacement 368cu in

FORD 351cu in – max overbore .045 - max displacement 360cu in

### **CYLINDER IN BLOCK**

All engine blocks must be a product of the manufacturer of the make for the engine being used in competition. Aftermarket engine blocks will not be permitted. The engine block must retain all engine dimensions with the exception of the maximum allowable overbore and the surfacing of the engine block deck. Angle cutting of the engine block will not be permitted. Aluminum blocks will not be permitted. Only iron cylinder sleeves may be used to repair. Must maintain stock lifter bore. Dodge .904 in, Ford .875 in, Chev .842 in, Repair sleeving of lifter bores permitted to a max of 4. Deburring of block permitted. Excessive grinding, lightening polishing, painting, or coating internally, screening or vent stacking is not allowed. Crankshaft must be stock OEM type. Must have factory I.D # that are legible through inspection hole in the oil pan (except Chrysler). Only standard magnetic steel or cast-iron production design crankshafts will be permitted. No lightening, knife edging, or polishing allowed. Balancing okay. Harmonic balancer stock iron elastomer type only. No aftermarket or aluminum. Must maintain stock dimensions and weight. Connecting rods. Stock type I beam rods only of stock length for manufacturer. Gm - 5.7", ford - 5.956", dodge - 6.125". Must be magnetic steel, iron, or powdered metal. No titanium, aluminum, stainless or exotics. Must use OE type insert bearings. No rollers. Piston. Stock type or flat top three ring pistons with all rings in place. Must use stock pin and mounting (pressed fit if equipped). Must not protrude through the deck. Head gasket. Any composite gasket allowed. **MUST MAINTAIN 9.5-1 COMPRESSION RATIO MAX.** to be determined by tech officials. Whistler results are **FINAL**.

### **CAM SHAFT**

Mandatory flat tappet camshafts. Max value lift .510" measured at valve with zero lash No mushroom lifters. No rocker rollers Must use stock type timing chain and gears Must use manufacturer's firing order.

### **CYLINDER HEADS**

Only stock OEM cast iron heads allowed. Absolutely no deburring, grinding, acid dipping, acid porting or polishing of intake or exhaust ports allowed. Must use 11/32" stem. No undercut valves. No hollow valves. No titanium, no sodium. Max valve size: gm - 1.94" intake and 1.50" exhaust, ford and Chrysler - 1.94" intake and 1.60" exhaust. Must use OE type valve spring and retainers. Max diameter 1.255" for standard spring, 1.310" for beehive spring. Stock rollers, push rods, and valve train to be used. Guide plates on Ford and GM optional. Shafts mandatory on Chrysler. No aluminum, titanium, or exotic metals allowed. Ford may use Windsor jr. 180 #053030 o stock iron heads \*\*\*No GM camelback or angle plug heads. No aluminum heads. GM may use engine quest CH350 C or RHS 12407 or dart iron eagle S/S165.

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### **INTAKE MANIFOLD**

Chev engines must use edelbrock part #7101 or part #2101 or #7116 or gm part #12366573 or stock cast iron 2BBL intake manifold (no marine intake manifolds) Dodge engines must use edelbrock part #7176 or mopar part #P4876335 or stock cast iron intake manifold. Ford engines must use edelbrock part #7181 or stock cast iron intake manifold. Manifold must remain stock and unaltered. No port matching, grinding, acid dipping, or porting. Two adjacent intake bolts on each side of the manifold must be drilled for sealing. No foreign materials allowed that will alter the atomization of the fuel.

### **OIL PAN**

Any OEM factory production oil pan permitted. No altering of stock oil pan permitted. Windage tray may be used. Oil filters must be directly attached to the block. Minimum ground clearance must be retained. OR Aftermarket racing type kick out pan permitted. The oil pan must be wet sump type and must be manufactured using a production type pan with only a wet sump reservoir added to the bottom. All bolt holes and bolt hole flanges must be visible. Kickouts will not be permitted between the bolt on flanges and the top of the added sump. Spacers other than sealing gaskets will not be permitted between the oil pan side rails and the engine block surface. Must be made of magnetic steel only. 1 ¼" NPT inspection hole mandatory or oil pan may be subject to removal for inspection. Inspection hole must be located so crankshaft numbers can be inspected.

### **TRANSPONDER LOCATION**

168" from the front of the car. Must be mounted facing downwards.