



2026 34 Raceway Mini Hauler Rules (1982 - 2004 Model Years)

The Mini Hauler class is an entry level class or a budget minded class. The rules were written with that in mind. We are trying to help you control the cost that is involved in building a Mini Hauler. This class is for learning to race, and suspension set-up. As always, your safety is our first concern. Please read these rules along with the 34 Raceway General rules carefully and abide by them for your safety and the safety of your fellow competitors in mind. You are held responsible for reading and abiding by all rules set forth.

SAFETY EQUIPMENT: Rules apply at all times truck is on track. Snell-rated **SA2020 or SA2025** full face helmet required. Roll bar padding required in driver compartment. *Recommended: Fire retardant padding.* SFI-approved full fire suit required. Fire retardant gloves, shoes and neck brace (or head and neck restraint) required. Right and left seat head supports required if using head and neck restraint system. *Recommended: Fire retardant head sock and underwear.* Driver-side window net required, minimum 16 inch by 20-inch ribbon or mesh style and must be mounted to roll cage so latch is at top front of window. Minimum three inch (two inch with head restraint system) wide SFI- approved five point safety belt assembly required, must be mounted securely to main roll cage. *Required: Safety belts no more than three years old. Kill switch required within easy reach of driver and must be clearly marked 'OFF' and 'ON'.*

FRAME: 1982 - 2004 Comanche, Dakota, Ranger, S-10, S-15 rear wheel drive passenger truck. No, El Caminos. NO 4-wheel drives. NO front wheel drives. Frame must match body. NO car frames allowed. NO aftermarket frames. Minimum 108-inch wheelbase, maximum one inch difference from side to side.

ROLL CAGE: Main cage must consist of continuous hoops, minimum 1.5-inch O.D. tubing, with .095 mild steel tubing or .062 chrome moly. Cage must have a main roll bar "X" brace. Halo must have one cross bar. Cage must have a minimum of 1.5-inch diameter tubing extending vertically from where the front pillar bar and halo meet, down to the top door bar on the driver's and passenger's side of truck. Roll cage must be frame mounted in at least six (6) places. If side rails are used, they must be flush with the body. All cages must be welded. NO half cages. All welded joints must be properly notched. NO collapsing, hammering, or smashing of the tubing to joint them. All tubing must include full radius weld.

DOOR BARS: Minimum three door bars on driver's side, excluding the frame. *Recommended four door bars on driver's side.* Minimum two door bars on passenger's side, excluding the frame. Side door bars must be welded to the front and rear of the roll cage members. Steel driver's side door plate must be minimum 18 gauge. Must be securely welded to outside of door bars on driver's side. Plate must cover area from top door bar to at least the bottom door bar and extending the length of the driver's compartment. Must be visible for inspection.

BODY: Truck must have a complete factory production stock steel body. Body must match frame. NO intermarriage between manufacturers (GM to GM, etc...). External body must be stock and in stock location. NO aftermarket bodies. NO boxed in cockpits. Firewall must remain stock and in stock location (NO CUTTING OF TRANSMISSION TUNNEL, FACTORY OEM METAL ONLY). CAB must have factory stock mounts and must match mounting holes in frame. Firewall and floorboards may only be



cut to receive cage, with a maximum clearance of 2 inches. Any excess material removed must be replaced with sheet steel only. Bed area, including the floor, must remain stock. NO cutting metal out of the bed or bed floor. (Except for the kicker bars) NO aluminum, plastic, or fiberglass beds. May add 1/8 plate to mount fuel cell. Anything on the body that you can unbolt can be removed. (OEM TAILGATE MUST BE LEFT ON). Tailgate welded 12 inches across the sides and 24 inches across the bottom (NO GUTTING THE TAILGATE). Rear inner fender wells cannot be removed. Outside wheel wells may be trimmed but must remain stock appearing. Aftermarket plastic nosepiece and tailpiece allowed, *recommended to match body*. Headlight and taillight openings may be covered. NO spoilers. NO hood scoops or holes in the hood. NO ground effects or skirting altering OEM appearance allowed. Do NOT cover the bed area.

DRIVER COMPARTMENT: Minimum four windshield bars in front of driver, using minimum 3/8 solid steel. Aluminum high-back seat or racing seat only and must be bolted to the cage using minimum 0.375-inch bolts. NO mirrors of any kind.

SUSPENSION: All front and rear suspension must remain in stock OEM location and utilize mounting holes for year, make, and model. (NO Welding OEM shackles and mounts). NO sliders. NO limiters (chains, cables, or tie downs). Gas or hydraulic shocks only. NO coil over shocks. Racing shocks allowed. (SHOCKS MOUNTED TO OEM MOUNTS AND LOCATION). Springs may be changed. Rear spring spacers no larger than 1.5 inch per side. Upper A arm must be stock and correct per side. OEM sway bar may be used. *If sway bar is not being used it must be removed.* (NO LOWERING SPINDLE KITS). OEM front spindles must match year, make, and model. (NO S-10 extreme lower kits).

STEERING: OEM steering linkage. Factory columns may be removed. NO quick steer devices. Stock style pumps only.

REAR END: **Rear axle must match make and model.** Hardened axles are allowed. NO gun-drilled axles. **WELDING ALLOWED.** Differential carrier must match housing. Open differential only. 2:41 thru 4:56 ratio ring and pinion only.

BUMPERS/RUB RAILS: Maximum one inch wide by two-inch-tall steel or Lexan rub rails allowed - bolted flush to body. NO sharp edges allowed on bumpers, rub rails or bolts. Ends must be capped or rolled over. NO bars past outside edge of body. Front and rear tow hooks mandatory. Must use stock type bumpers for make and model. NO tube only bumpers. May use square stock behind factory steel cover. Two chains per bumper must be mounted to the frame to secure front and rear bumper. Must start each race with both the front and rear bumper attached.

TIRES/WHEELS: 205/75, or 205/70 all season radial series tires only. All four tires must be same size. NO racing, snow, or all-terrain tires. Left side tires must have a minimum of 20 lbs. of air pressure, while the right side must have a minimum of 25 lbs. of air pressure. 14" or 15" diameter steel wheels only. Maximum seven-inch-wide wheels. NO aluminum wheels. Wheels must weigh minimum 20 pounds. Minimum 3" back space. One-inch O.D. steel lug nuts required.

BRAKES: Stock type brake systems only. Antilock brake systems are optional. NO rear disc brakes. OEM style master cylinder. NO race type master cylinder. All four (4) wheels must have working brakes at all times and must be able to lock all four (4) wheels at any time.



EXHAUST: Stock cast iron manifolds, center dump manifolds, or headers. Maximum 3-inch I.D. pipes. Exhaust system must be mounted securely, and any joints between the pipes must be welded. (NO clamps) All pipes must exit behind the cab, under the bed, and must be mounted in a way to direct spent gases away from the driver's compartment and away from areas of possible fuel spillage.

FUEL SYSTEM: Safety approved fuel cell required, maximum 25-gallon capacity. Must be in metal or steel container, with a minimum 16" x 16" hatch or lid for inspection. Must be securely mounted to the frame or roll cage above the floorboards inside the bed. Must be mounted on the bed floor, not dropped thru it. Must be mounted behind the cab, in the center of the bed and in front of rear U-joint. Can NOT be above the bedside and/or kick back bars. NO adjustable fuel cell mounts. Fuel cell vents, including cap vent, must have check valves. If fuel cell does not have aircraft style positive seal filler neck/cap system - a flapper, spring or ball type filler rollover valve is required. Fuel lines through driver compartment must run through metal pipe or metal conduit. One fuel filter allowed, cannot be in driver's compartment. NO cool cans. Fuel shut-off recommended.

FUEL/ASPIRATION: Gasoline (92 Octane) or E85 only. NO performance enhancing additives.

CARBURETOR: Gasoline engines must use unaltered 350 c.f.m. Holley - part no. 0-80787-1- with no modifications, or part no. 0-7448 which may be modified to meet the specs of part no. 0-80787-1. Holley carburetor components only. Any driver caught with non-350 Holley on gasoline engine will be disqualified from the event, lose all points for the season, fined \$1,000 and suspended for 30 days. Air bleeds cannot be removed, .076-inch maximum diameter. E85 must use Holley 350 c.f.m. (must have choke horn). Choke may be removed. 1.5-inch carb spacer allowed. One spacer or adapter plate only. Single gasket between parts. NO electric fuel pumps.

WEIGHT: NO minimum weight. NO loose objects in driver's compartment. Ballast weights allowed but must be securely mounted to frame or roll cage and painted white with truck number on it. Must be attached with at least two 0.5-inch bolts. NO titanium, magnesium or carbon fiber products. NO gun-drilled, tubular, hollow bolts or studs. Steel fasteners only.

BATTERY/STARTER: One 12-volt passenger car battery only, must be securely mounted, and positive terminal must be covered. Battery must be in Marine type case if mounted in driver compartment. Battery must be in Marine type case if mounted in the bed and must be mounted above and between the frame rails and in front of rear axle. NO voltage increasing devices.

GAUGES/ELECTRONICS: NO unapproved cameras, transmitting or listening devices (exception is one-way Race Receiver radio by officials), timing retard controls, or digital gauges (including tach). NO electronic monitoring computer devices capable of storing or transmitting information. NO electronic traction control devices. Stock or HEI distributors on all engines. NO high performance after market. NO duel points.



TRANSMISSION/DRIVE SHAFT: Stock three speed or four speed O.D. Automatics only. (Must match make, GM to GM, Ford to Ford, etc...) All gears must be operational. Minimum 10" diameter OEM stock torque converters, containing a minimum of three quarts of fluid. NO stall converters. (NO transmission coolers in cab) **Drive shaft:** Steel drive shaft only (minimum 2.5-inch diameter). Drive shaft must be painted white. Driveshaft loop required and must be constructed of minimum 0.25 inch by two-inch steel, or equivalent. Must be mounted no closer than five inches, and no further than nine



inches from the center of the U-joint at the back of the transmission.

ENGINES: Must match make, GM to GM, Ford to Ford, Dodge to Dodge, Jeep to Jeep. (1968 - 1987) or approved casting #. OEM 305, OEM 307 GM, 302 Ford, 318 Dodge, 304 Jeep. OEM stamped intake only. (NO marine, NASCAR, or HI-rise). Engine set back rule (front of passenger head to top of shock bolt) minimum - 10.25 inches (GM), 6.25 inches (Ford), 9.25 inches (Dodge). OEM intake for matching block # and year (Dodge may use a 360 2 bbl intake). Maximum valve size: GM (1.86 intake, 1.50 exhaust), Ford (1.78 intake, 1.46 exhaust); Mopar (1.78 intake, 1.50 exhaust). (No magnum heads) (Illegal engines or parts results in D.Q.) Ford 302, GM 307, GM 305, Dodge 318 heads **MUST** match year of block. NO engine milling or NO performance enhancing work on heads or block. NO polished runners. NO Vortex heads. (NO high out-put GM, Ford, Dodge engines). NO grinding of any castings. (If casting # is gone, it is illegal). OEM heads, intake, and crankshaft must match engine block # year and casting. (Except Dodge intake only). **Aluminum pulleys may be used**. NO aluminum water pumps. NO FULL ROLLER. NO ALUMINUM ROCKERS. Stamped steel rocker arms only. Zero clearance on rockers. NO stud girdles. NO poly locks. NO solid cams. NO roller cams. (Hydraulic camshafts only). NO port or runner polishing. NO balanced motors, lightened rods, or stroker engines. GM engines must use OEM complete harmonic balancer. Engine compression a maximum of 160 lbs. per cylinder. NO honey cone valve springs allowed. NO leak down lifters allowed. 16 lbs. vacuum at 1000 RPM (at the intake). NO fitting to check vacuum is automatic D.Q. Pistons must match what was removed, dish to dish, flat to flat. NO domed pistons. (.030 oversize max). *Meaning: Stock type replacement engine parts only (NO high performance).*

ENGINE CLAIM: There is NO engine claim.

PROTEST RULES

To make a protest the driver (who is the only one to make a protest) has 5 minutes after the feature checkered flag and must driver their truck straight to tech after the feature race. The driver making the protest must have the money in hand after climbing from their truck in tech. Driver can only protest one truck per feature event. Any driver protesting another truck will match the protest with their own truck. *(Example: If you protest a gear or a head, you will have to have your gear or head inspected).* Anything found illegal on any truck during the protest inspection will result in an automatic DQ. Only the CJ Speedway officials will have the final say on the legality of the trucks involved in the protest. Only the driver and one (1) crew member per truck is allowed in the tech area. Anyone else trying to interfere or prevent the protest inspection will also result in an automatic DQ.

- 1) \$25 For visual inspection only. NO disassembling.
- 2) \$50 To remove any covers, plugs, or carb.

- 3) \$150 To remove the intake and cylinder head, or oil pan. (\$25 goes to the points fund)

EIRI: (Except in rare instances) Decisions of officials are final and binding without exception. Violation of spirit and intent of rules will result in D.Q. Race officials may at any time inspect any part on any truck.