



Pro Truck

Driver Safety Rules:

1. You must have proper rated 2010 or newer Snell approved helmet.
2. A type of head and neck restraint is mandatory.
3. Complete firesuits, gloves, and shoes are mandatory. All equipment must be in good condition.
4. Driver's window net must have quick release, with latch at top left.
5. Commercially made aluminum racing seats with rubber pads mandatory.
6. Safety Harness 5-point minimum must be no older than 5 years old and be in good shape.
7. Proper resilient padding for roll bar use must be installed on roll cage around driver.
8. Steering Wheel must be padded.
9. Fully Charged fire extinguisher mandatory. On Board fire system is highly recommended.
10. A battery disconnect switch is mandatory and must be easily accessible to the safety crew and driver.

Truck Safety Rules:

1. Roll cages must be built of 1 3/4 ".095 thickness tubing minimum.
2. Cages must be attached properly in at least 8 spots on the chassis.
3. Minimum of 4 door bars on the left side, plated with 1/8-inch steel.
4. All roll bars around driver must be padded.
5. All weight added on truck must be bolted in with minimum 1/2 bolts, with locking nuts. There is a minimum of two bolts per 50 pounds of weight. Minimum 5 lb blocks. Lead only
6. All weights must be painted white, and have truck number on them.
7. No weights allowed inside the driver compartment.

Truck:

1. Only GM Metric frame 1978-1987 may be used.
2. Must be original 108" wheelbase and be the same measurement on both sides, 1/2 "tolerance.
3. Tread Width 64" front and rear. Spacers permitted, no more than 64 inches.
4. Chassis must remain stock unless otherwise specifically noted in rules.
5. Frame may be fabricated from 6" forward of the centerline of the rear axle and from Front sway bar forward.
6. Frame can be X"d
7. 6" minimum ride height on chassis.
8. Cross member must remain stock and in stock location, it may be notched for oil pan clearance only. Must be boxed with 1/8-inch steel. If yours had been cut you must add square tube metal to make it same height, width and depth as a stock one.
9. All pick up points must remain stock in stock locations. Front Lower arms and rear trailing arms. No modifications to arms, holes, no drilling and lightening allowed.

Suspension:

1. Front suspension components must remain stock, unless otherwise noted in another rule.
2. Heavy-duty steel or aluminum aftermarket hubs & rotors are required on the right front wheel.
3. Springs must mount in stock location. Top of frame may be changed to add wedge bolts or to allow for spring removal.
4. Shocks must be mounted directly to the lower A arm.
5. Pitman arm and steering arm may be changed, aftermarket center link is permitted.
6. Stock inner tie rod, Outer tie rod may be a heim joint.
7. Lower control arms must be stock. Both must be in stock location.
8. Upper and Lower ball joints may be any bolt on or screw in type ball joints.
9. Coil spring rubber inserts are permitted, no leaf springs or torsion bars permitted.

10. Steel, poly or mono-ball bushings ok, no offset or eccentric bushings.
11. Sway bar must be 1-piece stock 1 3/8" maximum diameter. No rear Panhard or sway bars.

Steering:

1. Stock OEM steering box in stock location.
2. Spindles, bearings and hubs, Stock HD aftermarket hubs and rotors ok. Spindle savers are recommended. Steering arms must be same length on right and left.
3. Distance between the centers of the bolts on the upper arms should be no less than 10 1/4 ". Must use stock OEM factory control arms, bushings at both the front and rear of the trailing arms must be original rubber or polyurethane.
4. Rear lower trailing arms must be factory OEM and remain stock, no modifications, etc. Bushings at both front and rear of the trailing arms must be stock style, rubber or polyurethane. May strap every 1" for added strength, but cannot be made solid.
5. No coil over springs can be used on truck, rear springs must mount on top of axle tube, must be standard diameter rear springs. Shocks mount in stock location.

Shocks:

1. Only 1 shock per wheel permitted.
2. All shocks must be steel body non-adjustable.
3. Shocks may have Schrader Valves. Maximum of \$225.00 per shock
4. Internal parts must remain as purchased in a \$225.00 shock.
5. Internal rebuild parts must remain as purchased in that shock not to exceed the retail value.
6. May not use base valves in shocks.
7. Adjustable shafts and canisters are not permitted.
8. Shocks can be claimed for \$225.00 each. Refusal to sell is a DQ, loss of money and points and a \$200.00 fine.
9. Rear mounts location optional on the rear axle.

Body:

1. Approved Series Truck body manufacturers are: ARP, Speedway Racing Bodies, Lightning Lite and FiveStar. May make own aluminum body pieces, but must be approved by series, and fit templates.
2. Series approved bodies are: 1997 – 2009 Chevy C-10/C1500 Silverado, 1997 – 2009 Ford F150, 1997 – 2009 Dodge Ram, 2004-2009 Toyota. NO carbon fiber.
3. Body must be entered in the center of the frame with wheels in center of wheel wells with 2" tolerance. All body parts must be attached firmly to cage or frame and is subject to approval.
4. Body ground clearance is a minimum of 4 inches measured anywhere.
5. All body support brackets must be solid and located inside the body structure.
6. Nose Width is 81" max.
7. Front air dams must maintain their original configuration.
8. Maximum rake for roof is 1".
9. Minimum side window opening must be at least 16"
10. Front and Rear windows must be full six 1/8" Lexan.
11. Front windshield brace is mandatory, 35-degree angle on windshield 1-degree tolerance.
12. Both side windows may have 1/8" Lexan vents only, 9" high, 12" length max
13. Hoods to remain stock with the following changes allowed: An opening of 2.5" x 20" may be cut in the rear of the hood, centered behind air filter which will allow air intake. A 1.5" x 1.5" X 20" heat deflector may be installed on the fire wall at this opening.
14. Rear Deck lids are mandatory must be able to open for technical inspections.
15. Rear deck lids can be fiberglass, sheet metal or aluminum. Must be flush with quarter panels.
16. No Lexan or metal air deflectors on rear deck, or attached to rear down bars.
17. 6" x 60" clear solid rear spoiler is mandatory. May have approved braces front side or back side, not on both sides. 55 Degree Minimum angle
18. Stock rear bumper cover is mandatory. Must be complete and unmodified.
19. 1-inch square tubing may be used for rub rails, bolts cannot protrude outward.
20. Rear deck height minimum max 40".

Interior:

1. Vehicle interior must be complete and shield driver from the ground, engine compartment and fuel cell area.
2. Doors must be steel and the rest of the compartment can be from steel or aluminum, but must be fully enclosed and extend from left to right side of truck.
3. Truck must have a rear firewall of steel to separate driver from fuel tank. Firewall may be welded, riveted or bolted.
4. May have installed dash panels, no digital gauges.

Rearends:

1. Rear differential housing must be stock steel 7.5" – 10 bolt GM or 9" Ford housing.
2. Brackets for mounting trailing arms must be in stock location with stock mounts.
3. Rear spring perch must remain on the top of the axle tube.
4. Ring gear and pinion must be stock and mount directly in housing.
5. Only stock ring and pinion, off the shelf available gears allowed. No custom ground or lightened gears allowed. GM 273-456 gears, Ford 300-456 gears.
6. C Clip eliminators are optional.
7. Welded spider gears and steel mini-spools ok. Full spool ok on Fords.
8. Any stock fitting differential cover ok.
9. Moser 26 spline axle mandatory on the right side.
10. No posi-traction units or locker type rear spider.
11. Only stock steel/cast carrier allowed.
12. Solid steel axles only.
13. All rear-end parts must be magnetic / steel / No aluminum or light weight parts. Must make a place in the covers to insert a magnet or a scope

Tires and Wheels:

1. 8" steel racing wheels with any offset, no wheel weights.
2. Hubs must have 5/8" wheel studs. No bleeders.
3. Track approved tires only. No soaking or altering of tire in any manor allowed. Drivers soaking or altering tires will forfeit all purse and points for the event and all track points for the year. Driver must also pay a \$1,000 fine prior to being allowed to compete at Speedway. Any illegal tire, in the judgment of Speedway Officials, will be confiscated.

Brakes:

1. Any OEM appearing caliper single piston only.
2. All four brakes must be in full working condition.
3. Rear disc brakes are mandatory.
4. Rotors must be steel or cast iron and brake hats may be steel or aluminum.

Transmission:

1. Only GM Turbo 350, Ford C4 or C6, and Chrysler 904 or 727 automatic transmissions allowed with following exceptions. No drilling or lightening on the transmission or interior parts except the following items for oiling purposes. Front Planetary Reaction Gear per spec – see tech for spec sheet. Sun shell cover (must be a solid stock type) may be drilled at back per spec – see tech for spec sheet. (No big hole sun shells allowed).
2. Must have all forward and reverse gears working. No modifications.
3. GM Turbo 350 may use 2.75 low gear – 1.57 second gear option. No turbo 200/250 parts may be used in 350 transmissions.
4. No aluminum or billet parts allowed in transmission.
5. Torque convertor must be minimum diameter of 10" and working.
6. Transmission coolers with fans ok. All cooling lines must be steel braided with screw on fittings.
7. Safety Bell Housing and/or flex plate shield ok.
8. Solid output shafts only, no drilled, hollowed shafts. Hollowed shafts are no longer allowed.
9. JW Transmissions, TCI Transmissions or others allowed as long as they meet these rules.
10. Standard steel or aluminum 3-speed or 4-speed OEM or OEM style synchronized manual transmissions with non-splined clusters allowed. No magnesium permitted.
11. No 2-speed transmission will be permitted.
12. No gun-drilled main shafts.
13. No internal clutch-type transmissions allowed. Must have external clutch, pressure plate, and flywheel assembly.
14. Transmission must have all forward gears and one (1) working reverse gear.
15. Two lever shifter or H-pattern shifter only.
16. No overdrive or under driven transmissions permitted. High gear must be 1 to 1 and no other gear may have a ratio higher than 1.20 to 1.
17. No Rankin-type or cluster-disconnect transmissions allowed.
18. All manual transmissions must have helical gears only. No straight-cut gears allowed.

Drive shaft:

1. Steel only, must be painted white with truck number on it.

Clutch & Flywheel:

1. Standard OEM or OEM-type and size clutch, pressure plate, steel flywheel, and throw-out bearing permitted.
2. Stock Clutch minimum 10" Solid hub clutch ok. Must have pad or full circle.
3. May use heavy-duty replacement pressure plate and disk. No aluminum allowed.
4. No Light Weight Parts: 10,000 RPM etc.

5. All flywheels will be weighed on Track scales. Fly wheel weigh minimum of 14 pounds.
6. Standard transmission must use shatter proof bell housing.
7. 2" hole in bell housing for inspection.
8. 2 drive-shaft safety loops mandatory.

Engines: Vacuum Rules

Each truck must have a vacuum port and fitting to check

1. ZZ4 Crate – 18 Minimum @ 950 rpm
2. 602 Crate – 18 Minimum @ 950 rpm
3. 305 Chevy – Check Cam Lift – 474-510
4. 347Jr Ford – 19 Minimum @ 950 rpm
5. 351 Ford – 13 Minimum @ 950 rpm
6. 360 Dodge – 11 Minimum @ 950 rpm
7. 318 Dodge – 12 Minimum @ 950 rpm
8. Anything below these vacuums is wrong.

Engines Built type:

1. Stock cast iron production blocks only. Gm 305, Ford 302, Dodge 318
2. Any questions/concerns regarding the legality of internal parts should be directed to the tech inspector, prior to racing.
3. Track reserves the right to use weight to penalize violations, equal competition and will do so at their discretion with fairness in mind.

Blocks:

1. May be studded in mains only, no aftermarket caps, may be four bolt if that was available.
2. Maximum of .060 + .010 wear, no sleeve down blocks.
3. All factory casting numbers must remain may add oil screens and paint block.
4. Minimum deck height on all is .000. That means no part of the piston may come past deck surface.
5. No altering of lifter bore.
6. Blocks must maintain OEM type bearings in the main and cam journals.

Heads:

For all brands NON-CRATE

Only factory production, cast iron heads that are OEM for the engine type being used and that produces the factory specified volumes, are permitted.

1. Minimum combustion chamber volumes: Chevy 52cc, Ford 52cc, and Dodge 56cc.
2. No porting, port matching, excessive decking beyond the chamber minimum volume, angle milling, chamber polishing, or grinding allowed.
3. Stainless steel valves are legal.
4. Three angle valve jobs allowed.
5. Any type guide material may be used. The valve guides must be in the stock factory location, angle, and spacing.
6. Valve springs must be of the stock type. No triple, conical, beehives, or progressive springs allowed.
7. Valve stems must be stock height only.
8. Retainers must be steel or chrome-molly steel only. Valve spring retainers must be stock type only. Plus, or minus height retainers are allowed.
9. Valve spring keepers must be stock type only. Seven or ten degree locks may be used. No spring cups.
10. All heads must have visible and unaltered casting numbers.

Chevrolet

Any stock 305 head # 12558059, #12529180 also allowed. Part number 1023906 head not permitted. Engine quest CH305b allowed.

1. 52 cc minimum
2. Stock valve 1.84 intake/1.50 exhaust. Stainless steel replacement valves permitted.
3. No interior deburring, polishing or hand blending permitted.
4. Studs may be pinned or screw in studs and guide plates ok.
5. 1.5 roller rockers ok.

Dodge

1. Dodge Magnum heads up to 97 are ok.
2. Stock 318 heads ok.
3. 56cc minimum
4. 1.84 intake, 1.54 exhaust valve size on 318 heads w/ 1.5 roller rockers
5. 1.94 intake, 1.54 exhaust valve size on magnum heads w/1.6 roller rockers
6. No interior deburring, polishing or hand blending permitted.

Ford

1. The Ford GT-40, GTP 40 heads or 302 heads ok.
2. 52cc minimum
3. Stock valve 1.84 intake/1.50 exhaust. Stainless steel replacement valves permitted.
4. No interior deburring, polishing or hand blending permitted.
5. Studs may be pinned or screw in studs and guide plates ok.
6. 1.6 roller rockers ok.

Intake

1. Chevy # 7101, 7116, 2116 / Ford must use OEM intake for block used / Dodge # 7176
2. No porting, polishing or coatings in runners.
3. No milling.
4. Dodge # 7176 may be modified to fit magnum heads.
5. No laser treating or micro holes allowed in intake.
6. Must have vacuum port to hook up vacuum gauge for testing.

Rods

1. Rod length Chevrolet 5.700, Ford 5.090, Chrysler 6.125.
2. No lightening, beam polishing, or exterior machine work allowed on rods.
3. OEM or OEM appearing after-market steel rods only may be floated or press fit pins.

Pistons:

1. Flat top or dished top pistons. No reverse dome or D cup allowed.
2. Wrist pin must remain in OEM position.
3. Cast, forged or hypereutectic ok.
4. No lightweight pin's

Crankshafts:

1. Only OEM or stock replacement Chevy, Dodge, and Ford cast iron or steel crankshafts are legal with OEM stroke.
2. No O.D. turning, lightening, knife edging or weight polishing for weight removal will be allowed, except for "Mallory Metal", or minimal metal removal for balancing.
3. Any type harmonic dampener or flywheel may be used, SFI approved units encouraged.
4. Minimum weights- Ford 32lbs, Chevy 48lbs, & Dodge 48lbs.

Camshaft:

1. Flat tappet or hydraulic cam, maximum lifts .474/.510 duration engine builders optional.
2. Lifters stock size hydraulic, anti-pump up or solid.
3. No lightweight push rods allowed. Push rods may be sized to length to fit geometry. No revkits, offset rocker arms, roller lifters, light weight lifters, coated lifters, mushroom lifters, or oversize lifters are permitted.
4. Stock or roller timing chains are allowed Torrington Thrust Bearings, to prevent block wear, are legal. No gear to gear or belt drives allowed. Cam thrust-buttons are allowed.

CRATE ENGINES:

'602 with Holley 650 HP 4150-80541 allowed

'603 (ZZ4) runs 500 cfm old style 4412 Carb only

603 Crate engine must follow the Gm Performance Parts Technical Manual. If it is not listed don't do it.

602 totally by the GM manual, repairs etc. no exceptions, stock to the book

1. Option valve springs stock diameter, no double springs max 130 lbs. Comp # 941 is a valid spring. For 603 only
2. NO 1.6 ROCKERS, Self-aligning Stamp Rollers or 1.5 Roller rockers ok but no changing of pushrods.
6. MUST MAINTAIN 10.3:1 COMPRESSION RATIO ON 603 AND 9.6:1 ON 602
11. MAX overbore .030 + .010 for wear. No tolerance over those numbers.

FORD 347JR

1. M6007S347JR MAY USE M6513-BH valve springs this is a beehive spring @ 130# or comp 26918.

2. This engine must follow the Ford Racing Technical Manual.

3. Must maintain 10.7:1 compression ratio (according to new Manual)

4. Minimum deck height .010 +/- .0050

5. Max overbore .040+.010 for wear

6. Fasteners rod, main bolts must be same crate motor type as shipped. Other fasteners option of engine builder except if they were a bolt must remain as a bolt.

FORD 351W

1. May use m6513-bh bearings.

2. Intake to be used must be intake that came with motor only.

3. 52cc minimum on heads

4. Must maintain 10.2:1 compression ratio
5. Fasteners rod, main bolts must be same crate motor type as shipped. Other fasteners option of engine builder except if they were a bolt must remain as a bolt.
6. Due to several cam combo's these are the numbers that are legal. M6250-e303, m6250-x303 and m6250-z3003.
7. Minimum deck height .014
8. Refer to Ford Performance Manual for any other details.
9. Max overbore .030 + .010 for wear

Dodge 360

1. Refer to Mopar Performance for any other details.
2. Intake manifold p5007381 casting number p4510018
3. 50cc minimum on cylinder heads
4. Must maintain 9.3:1 compression ratio
5. Minimum deck height 9.56 +/- .005
6. Max overbore .040+.010 wear
7. Magnum heads use 1.7 rocker ratio 360 heads use 1.6 rockers.

Misc. All engines:

All engines, must have an inspection hole w/plug (minimum 1") for use of a scope to check crank area. Speak with tech man, for right location.

Carburetor:

1. Carburetor- Unaltered Holley old style 4412, 500 cfm gauge legal with a maximum 1.065 spacer/adaptor between intake and carburetor.
2. Choke horn may be removed.
3. 602 Crate can run a Holley 650 HP 4150-80541 gauge legal four barrel. No alterations or modifications, with a maximum 1.065 spacer/seal between intake and carburetor.

Air cleaner:

1. A round un-altered air cleaner element with a maximum diameter of fourteen (14) inches with a maximum height of four (4) inches is required. All air must be filtered thru this filter.
2. No duct work added to air cleaner.

Fuel system:

1. Fuel pump-stock mounted mechanical pump only.
2. The fuel cell must be a magnetic steel container made from no less than 22-gauge magnetic steel.
3. The use of ice, wet or dry, for the purpose of cooling the engine, air cleaner, or fuel system is not allowed.
4. Maximum fuel cell capacity is 22 gallons. Fuel cell frame must maintain a minimum ground clearance of 8-inches without the driver.
5. Track Officials reserves the right to test the fuel at any time.
6. Sunoco Spec fuel. No fuel additives
7. OBERG Fuel Valve # SV-0828 Mandatory.

Cooling & Oiling system:

1. Stock type replacement water pump, no electric.
2. Recommended to have a overflow hose mounted to right corner of windshield.
3. Water wetter ok, no anti-freeze may be used.
4. Oiling system- must be wet sump system, racing pan ok.

Exhaust:

1. Headers optional, or "up and over" (crossover) headers with a maximum 3" collectors are legal. 3" exhaust pipes the rest of the way out.
2. All exhaust system must exit past the driver's compartment. The minimum exhaust system ground clearance is 3 inches.

Engine location:

1. Must be centered between frame rails, 1" tolerance.
2. Crankshaft height is 12" from center of the crank to the ground. Engine placement is measured from the spark plug (closest to the radiator) centerline to an imaginary line projected between the left and right upper arm ball joint as follows below:
 - a. All Chevrolets: 4 inches on the driver's side forward of the ball joint.
 - b. Fords 1.75 inches on passenger side forward of ball joint.
 - c. Dodge 1.75 inches on the driver's side forward of ball joint.

Ignition:

All wiring from the ignition box to the distributor must be visible for inspection at all times.

- a. Battery – Single Battery 12 volt system only.
- b. MSD box with chip capability – mandatory. (Chips are being used at this time, 6300 RPM all crate engines, 7000 RPM for Chevy 305 and Ford 302) Track can adjust chips for competition at any time. No crank triggers, No magnetos.

In 2018 Mandatory FAST Ignition part # 6000-6701 only as produced from FAST. Mounted on right side of truck dials pointed out the passenger side on original plate. The mag positive & negative shall be a maximum length of 62 inches. Must remain uncut or spliced and on top of dash in clear view.

Weight:

602, 603 ZZ4 Crate & M6007S347JR Motors with Factory Seals 2800 lb with 57% left side.

305, 302 & 318 Built Motors 2900 lb with 57% left side

All Non Factory Sealed Crate motors – 2900 lb. with 57% left side

*** These weights can be adjusted at the tracks discretion to equalize the competition, with verbal then written notice.

Protests

1. You must be in top 5 and on lead lap to protest.
2. Must be made in writing specifying the rule(s) considered to have been violated.
3. All protests must be filed within 10 minutes of checker flag.
4. Protest must be specific.
5. If the truck is found to conform to the rules and the protest is disallowed, the protest fee will go to the protested truck. If the truck is found to be in violation of the rules and the protest is allowed, the protest fee will be returned to the protestor.
6. All protest fees must be paid in cash. P&G, Carburetor inspection \$75, Whistler check \$150 Track retains \$50; Top end tear down \$800, Track retains \$150. Scope check of the crank area \$150 Track retains \$50. Complete Motor Tear down \$2,000, Track retains \$350.
7. Only the protested truck's owner or driver, two crew, the protesting driver or owner who competed in the race, 1 crew member and Track officials in the tech area for the protest tech.
8. More than one driver may protest any one truck if they meet the protest time and fee Procedure, and the specific rule they are protesting.
9. Visual protests are to be honored any time before the race and does not have to be in written form, but need to be brought to tech or Track official. The infraction must be either corrected or tech may use a weight penalty for that race if not able to fix that day. Amount of weight is at the Tech Official's discretion.
10. Excessive protesting will not be tolerated and can result in disqualification, loss of points and possible disqualification. Track officials will determine this.
11. Do not remove or alter any casting or Truck part numbers.
12. Tech reserves the right to check any truck in the field at any time, in any finishing order if he chooses to. They must conform to rules, or face disqualification. Protest or tech tear down refusal: (includes engine, drive train etc.)
13. Any truck owner/driver refusing any protest or tear down for any reason will lose all money, points, awards, trophies earned for that race date.
14. The next race that truck will be inspected after race regardless of where it finishes.
15. If the owner/driver refuses a second time they lose points and money for the night.

Penalties:

In the event of disqualification, the driver will not receive any money or points for that race and must start last at next race.

Please be sure you have read and understand all these rules, if you do not please be sure to ask a Track Official for clarification. Not understanding the rules is not an excuse to break them. The word stock, used within the rules, means as originally produced by the manufacturer for that make/model/ and/or year of the truck. It is stock with no altering or modifications. Aftermarket parts must be same dimensions, weight, and/or volume as the OEM part. Determination of whether anything is legal will be the tech and Track Officials decision. No Carbon Fiber or Titanium permitted anywhere in the truck. No Traction control devices of any kind allowed. If it does not say you can do it, you probably can't. Talk to the Tech Inspector if you have any questions. Do not assume anything.

These weights can be adjusted at the Tech Inspector and Track Management's discretion to Equalize the competition, with notice.

All Engine Builders must supply to the Tech Inspector a build sheet on their motors. These will be kept only by the Tech Inspector and Track Management.

RULE BOOK DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. NO EXPRESS OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM THE PUBLICATION OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS. They are intended entirely as a guide for the conduct of the sport and in no way guarantee against injury or death to any participant, spectator or official. The Tech Inspector shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in their opinion do not alter the minimum acceptable requirements. NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM SUCH ALTERATIONS OR DEVIATIONS. Any Interpretation or deviation of these rules is left to the discretion of the officials and is final and binding. On occasion when situations arise that are not covered by written rules herein, special rulings may be put into effect by the track officials. Once such rulings are acted upon, they may become an act of policy and will be added to the existing rules of procedures