

## 2023 Truck Rules

1. ANY full size  $\frac{1}{2}$ ,  $\frac{3}{4}$ , or 1 ton LT Truck, SUV, Suburban or van may compete. No compact truck, foreign truck, or passenger cars allowed. 4x4's may compete with the front drive shaft removed. No converting pickups with no front leaf springs to pickups with front leaf springs.

2. **BUMPERS** can be factory car bumper. You may reinforce bumpers on the inside of the bumper. All support must be inside. The bumper chrome must remain the stock shape, but you may have metal put inside for reinforcement. You may trim bumper ends or fold them around. Welding the bumper skins (chrome to inner liner) is allowed. No welding bumper to the body in any fashion! Bumper height not to exceed 28" to the bottom of the bumper to the ground and must be a minimum of 16" from the ground to the bottom of the bumper or the frame whichever is lower.

You may manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 6"x6". The point must taper over an area of at least 32" Overall, the bumper cannot exceed 10" wide at the tip of the point. The point may only extend out 4" from the flat part of the bumper. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails. All trucks must have bumper on front and rear.

**Brackets:** Bumper can be welded to the shock and shock to the frame. Any automotive bumper shock or one 12" long x 6" wide x  $\frac{1}{4}$ " thick plate per frame to mount the bumper. The plate or shock may not exceed 12" long and must be welded to the bumper. Bumper shock may be inside the frame or on the outside of the frame (not on the top or bottom). Plates may be contoured and must be on

**Straps:** Two 3" wide  $\frac{1}{4}$ " thick straps may be welded vertically from rear bumper to tailgate, weld 5" on bumper and 5" on tailgate. Two 3" wide  $\frac{1}{4}$ " thick 8" long straps may be welded horizontally on front and rear bumpers. Rear bumper welded from bottom of tailgate to the bumper. Front bumper welded from bumper to radiator support. Front and rear bumper may have wire in 4 locations, 4 strands from front bumper to radiator support and rear bumper to tailgate. Bumper brackets and bumper may be welded solid. Bumpers must be stock height, all models may raise front to level with rear, but if it looks too high it will have to be lowered or not run per judge's discretion.

**Cage and Body:** Doors can be welded 5" on 5" off, with maximum material size of 3" wide x  $\frac{1}{4}$ " thick flat strap, with the exception of the driver door, it can be welded solid. You may skin the driver's door if you wish. Must be the same shape as the door and stick no further than 2 inches forward or back of the vertical door seam. No c-channel, I-Beam, or cutting edges allowed.

Dash bar, seat bar, door bars on both sides with rollover bar are required. Halo bar can be welded to the top of frame straight down, cannot kick towards the rear and must be bolted to the roof with (6) -  $\frac{1}{2}$  bolts. Seat bar cannot be more than 6" behind the seat. All cage material must be 6" diameter or less. May have two additional down bars to the top of the frame, these must be 3" or smaller and must remain inside of the cab and be completely vertical, between the front door seams. You must have a windshield bar, it cannot extend any further than 4 inches past the window seams, may be attached to sheet metal only. Gas tank protectors may be free floating off of the seat bar or may be securely bolted to the floor in the box or in the back seat area. You may not attach it to the floor AND the cage. May only be 24 inches wide and cannot attach to the added body bolts in box. Fuel cell must be mounted in

the center of the box directly behind the cab, or in the back seat area. You may make it floating off of the cage inside of the cab/box.

**CAB AND BOX MOUNTS** may be removed. Body bolts may be replaced with a minimum of 5/8 "bolt and a maximum of 1" bolts. Box can have (6) bolts to the frame with 4" x 4" x 1/4" washer to secure box to frame. The bolts must be welded to the outside of the frame and must be vertical. No running pins horizontally down the frame. No pinning of the frame. No other body mount changing allowed other than where specified. Washers 1/4 " thick 4"x 4" Washer to hold cab and box to frame may not touch each other must be separate plates. You can also bolt cab to box with (6) - 1/2" bolts and maximum of 4" x 4" x 1/4" washers.

**ENGINE and transmission:** of choice may be used. Motor mounts may be welded or chained as long as it is not reinforcing the frame. For engine you must run rubber mounts. You are allowed a lower cradle with a front plate. You are allowed a piece of steel in between headers. No other protectors allowed. Firewall can be cut for clearance.

Transmissions are allowed steel bell or ultra-bell but it must not attach to anything besides transmission and engine. You are allowed 2"x2"x1/4" cross member. Must run straight across with 1/2" hole drilled in it. You are allowed 2"x2"x1/4" angle iron 5" long to mount cross member. Transmission may be bolted or chained. Must remove factory crossmeber is 2x2 used.

**Crossmember:** If running a truck that did not have factory engine cradle you may weld one in. This may be done in one of the following ways:

- a. You may weld in a factory pickup cradle from a pickup legal to run in your class.
- b. Car/van engine crossmembers are not allowed, except for what is listed below:
  - i. (ALLOWED – 80's style FoMoCo & 80's style metric GM engine crossmembers) –When welding these in, they cannot wrap around the

frame in any way.

(NOT ALLOWED – No Mopar engine crossmembers, sub-frames, k-members, etc. & everything else not listed above)

You may build an engine crossmember using up to 5" x 5" material. If choosing this route, you may cap 6" of the frame with 1/4" flat steel and weld the tubing to it. Your fabricated crossmember must be centered in the 6" plate and use up to 2" x 2" material to connect the two sides together in one spot below the engine. You can have (2) - 2" wide x 1/4" thick straps from head straight down to the engine crossmember (not frame). You can be welded a maximum of 2" to the engine crossmember.

**FENDERS** front and rear may be rolled and bolted with no added metal.

**FRAME** may not be reinforced, and no filling in holes in frame.

**HOOD** must remain in factory position. The front two hood bolts must go through the front radiator support mount and frame with no spacer, all other hood bolts must be welded to body only. Hood must be bolted or chained in a minimum of 4 locations and a maximum of 6 locations. A 4"x4" ¼" thick washer must be used on top of hood bolts, to keep bolts from pulling through. The bolts must be minimum of 5/8" or maximum of 1", (bolts must not be directly in front of the radiator), or minimum of 4 chains 3/8" thick. There must be one 12" hole cut in hood for fires and the tin may be bolted or welded around each hole. No bolts may be welded to firewall.

**RADIATOR** must remain in stock position. Radiator blow by tubes must be secured and remain pointing down at all times. No extra cooling allowed for radiators. Original or electric fans okay and ratchet straps may be used to secure radiator. Cooling fans must be covered by hood or removed. Air conditioning condenser may be welded to front of radiator support. No radi barrels or roof barrels.

**REAR END and front end** must not be larger than 1-ton LT truck. All suspension must remain stock, in the stock configuration, and have bounce. Rear end only may be reinforced. Must mount in factory configuration. No reinforcements on front axle. No switching out front differentials. The rear end may be chained to the humps. 1 chain per side. Rear height is 18" to the bottom of bumper and 20" to bottom of frame. No additional leaf springs. One extra leaf clamp allowed in the front and behind the axle. Leaf clamps can only be 2" wide x 3/8" thick with 2- ½" bolts. Pinion brakes allowed and **MUST** work.

**STEERING** tie rod ends must be stock, the center section of tie rods may not be reinforced. Steering columns may be welded in and altered to prevent steering loss. All suspension components must remain stock and may not be reinforced. Can use weld a-arm with 1-2"x4"x1/8" strap per side to adjust ride height. One inch weld on the a-arm and 1 inch weld on the frame.

**TAILGATE** must be chained, bolted or welded securely to box or removed. Tail gate may also be welded 5" on 5" off with 3" wide by ¼" thick plate. No folding the box sides over. No relocating the tailgate or laying it on the box floor.

**TIRES** any air filled tire. You are allowed full centers and lip guards. You may have tire flaps. No water or other ballast in tires, studded tires, dual tires on rear, split rims, paddle rims, or reinforced rims. All wheel weights must be removed. Only 14" to 16" tires allowed. No bead locks or solid tires.

**WELDING** Cab can be welded to the box with 3" wide ¼" thick strap 5" on 5" off.

**Fix it plate** there will be no repair at the show. We will allow 2 plates per frame rail which is 4 total. 4"x4"x1/4" plate size. These plates have to be on the outside of the frame. They cannot be manipulated. They can be shaped, but not cut and extended.

**Aftermarket Parts** Steering Column, pedals, slider, lower cradle with front plate, steel bell/ultra-bell, fuel cell, battery box(must be mounted securely in passenger compartment), transmission cooler

Disclaimer to car builders and drivers: IF IT DOES NOT SAY YOU CAN DO IT WITHIN THESE RULES, DO NOT DO IT. ALL CARS FOUND TO BE ILLEGAL WILL NEED TO BE CORRECTED TO PASS OFFICIALS INSPECTION, CARS THAT DO NOT PASS INSPECTION WILL NOT RUN AND HAVE TO BE LOADED.ALL

JUDGES DECISIONS ARE FINAL MEANING: IF YOU OR YOUR PIT CREW WANT TO CHOOSE TO ARGUE WITH ANY OF THE JUDGES BEFORE, DURING OR AFTER THE DERBY YOU WILL BE DISQUALIFIED AND POSSIBLY ESCORTED OUT OF THE EVENT. THIS IS A FAMILY EVENT AND YOU MUST BE RESPECTFUL AT ALL TIMES.

ALL DECISIONS BY OFFICIALS ARE FINAL