



2024 TRUCK RULES

RULES & REGULATIONS

HEAD TECH:

ADAM MCDERMAID – 435-590-8299

CHANCE BEGAY – 435-231-2804

*****FINAL INSPECTIONS CLOSE 1 HR BEFORE SHOW START TIME – NO EXCEPTIONS*****

*****PLEASE BE ON TIME*****

JUDGES/INSPECTORS DECISIONS ARE FINAL

- All drivers **MUST** sign driver's paperwork before being inspected or unloaded. You will **NOT** compete without it.
- All drivers **MUST** attend the drivers meeting before competing. This is typically held approximately 30 minutes before show start time.
- No driver or pit crew member is permitted to use drugs or alcohol before competing. If you are caught drinking or intoxicated while inside the car at any time, **YOU WILL BE DISQUALIFIED.**
- There may be a post inspection of the top 3 trucks after the event before any moneys are paid out.
- There will be a \$250 protest fee. Protest can be filed by any driver in the main event. That driver will have 10 minutes from the final red/checkered flag drop to file a protest with cash in hand. You will have one opportunity for the protest and must be specific as to exactly where you believe that truck is not legal. If the truck is found to be illegal after protest inspection, the driver that initiated the protest will receive his/her money back and the illegal truck will be disqualified. If the protested truck is found to be legal, the driver of the protested truck will receive the \$250.
- If there are any complaints about how a truck is built, these complaints must be brought up during the drivers meeting and must be specific as to the exact issue. If nothing is brought to the official's attention by the end of the drivers meeting, we will assume all drivers are good with all trucks competing.
- **We reserve the right to re-inspect any truck at any time before, during, and or after the event if necessary.**

ALWAYS CALL THE HEAD INSPECTORS BEFORE

ASSUMING SOMETHING WILL PASS.

If you are found to be illegal - YOU WILL CUT.

HEAD TECH

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*****ON TRACK RULES*****

- You will have 1 minute to make an aggressive hit. At the end of that minute, you will be disqualified.
- **NO SAND-BAGGING!** You will receive 1 verbal warning. If there is a second occurrence, you will be disqualified. (Judge's discretion)
- Do **NOT** hit the driver's door intentionally! If the door hit is deemed to be intentional, you will be disqualified.
- You will be allowed 1 fire. If there is a second fire, you will be disqualified.
- If you get rolled over and judges deem your truck safe to continue, you will be allowed to continue.
- **THERE WILL BE NO "PIN TO WIN"**. You must back up 10' or ½ a truck length for an "aggressive hit". If the final 2 trucks get "stuck" and cannot back up, the first and second place moneys will be added together and divided equally between those two drivers. You will flip a coin for the trophy.
- **NO "team driving"**. You will receive 1 verbal warning. If you continue to "team drive" both trucks will be disqualified.

SAFETY

- Driver's seat **MUST** be bolted or welded securely to the floor board.
- You **MUST** have front and rear window bars.
- You **MUST** have a roof sign. Minimum 15"x15".
- You **MUST** have a functioning seat belt! A single lap belt only is also ok.
- You **MUST** have a full faced helmet (designed for cars is recommended.)
- You **MUST** pad inside bars around driver.
- You **MUST** pad between the driver and the inside door.
- **All trucks MUST** have a gas tank protector in their truck.
- Gloves and eye protection are highly recommended.
- Fire extinguishers **ARE MANDATORY** for your pit stall, but it is optional inside the truck. If it mounts inside the truck, they must be securely mounted.

General Truck Preparation:

- Any american made full-size trucks and SUV's may run.
- You may **NOT** run four-wheel drive (1 driveline per truck).
- **No** fresh paint or undercoating on the frames at all.
- **No** buffing or grinding frames or bodies except where welding is specifically allowed in these rules.
- All glass, plastic, chrome, and interior **MUST** be removed from your truck before arriving to the derby.
- All trailer hitches and braces **MUST** be removed.
- You **MUST** have driver's door padding on the inside of the driver's door for protection.
- All bars in the vicinity of the driver's head **MUST** also be padded for protection.
- Batteries **MUST** be moved to passenger front floorboard.

- Batteries **MUST** be properly secured and covered.
- You **MUST** have a number in bright colors on each front door and must have a min 15"x15" sign on the roof of your truck with number on it for judging and recognition of the truck. **You cannot use the roof sign to strengthen the truck.**
- All trucks **MUST** have working brakes when you cross the inspection ramp. If your truck is not able to exhibit the ability to stop, it will not be inspected.
- **NO** welding other than what is mentioned in this set of rules. If your truck is found with any weld, other than what is allowed, and you refuse to fix it to the judge's satisfaction, you and your truck will not run!!
- **NO** added weight of any kind.
- You **MUST** remove any tow hitches attached to the frame.
- **FRESH TRUCKS WILL BE ALLOWED 4 FIXER PLATES (6"X8"X1/4") ANYWHERE YOU CHOOSE**

PRE-RAN TRUCKS

- You are allowed a total of 8 fixer plates (6"X8"X1/4") anywhere you choose.
- Please make your repairs within reason. We want everyone to be able to run.
- You may re-stub the frame. If you use any kind of plate over the stubbed seam, they will count as 2 of your fixer plates.
- You may repair holes in the body with thin sheet metal no thicker than 18ga steel.
- Body repairs **MUST NOT** extend more than 2" past the tear or rust hole.
- **If your truck was built to a different set of rules, please call our officials before assuming you will be allowed to run.**

TIRES/RIMS

- You may use any tire/rim combo you choose **EXCEPT** "split rims".
- **NO** solid or foam filled tires.
- You may only use air to inflate your tires.
- You may reinforce any DOT rim.
- You may use aftermarket or home-made rims.
- You may use valve stem protectors.
- You may use bead locks.
- You may use whole rim lip protectors.

ENGINE/CRADLE/DP's

- Any engine / transmission combination may be used as long as they are within 5" of the stock engine location
- Cradles may only be attached to the engine crossmember or engine frame mounts in 2 places, not to exceed a 5"x5" footprint.
- Lower engine cradles with front plate will be allowed.

- A Lower crank pulley protector will be allowed to cover the lower half of the pulley. They may only be attached to the engine and one point on each side of the engine not to exceed the footprint of a factory mount.
- Engine cradle may **NOT** be welded to or attached to any other part of the frame or cross members.
- **NO** distributor protectors or engine halos.
- For trucks without a factory engine cross member, you may use a factory cross member or a piece of channel stock or square tube not to exceed 8" wide and mounted in between the frame rails. material used must not exceed the thickness of the frame. It must be mounted directly above the front axle and cannot be wider than the frame at this point.
- Two additional motor tie downs may be used.
- No more than one fastener on each side of the motor may be used. If straps are used, they may only be welded up to 3 inches total per side on the cross member only. That section that is welded to the frame may not be any thicker than ¼ inch x 2" x 2" angle.
- Only two-wheel drive may be functioning.
- Only **ONE** driveline per truck.
- You **MUST** have an air cleaner over the carburetor at all times during the event.
- **NO** starting fluid will be allowed on the track.

TRANSMISSION/PROTECTORS

- You may use any transmission cooler.
- You may use metal or rubber transmission cooler lines.
- If using rubber transmission lines, they **MUST** be proper hydraulic high pressure, reinforced hoses.
- Skid plates are allowed. They **MAY NOT BE ATTACHED TO FRAME**.
- Full transmission protectors may be used.
- You may replace the stock transmission crossmember with 2"x2"x1/4" max tubing.
- You may use up to 3"x6" max angle or flat plate to mount transmission crossmember.
- Transmission crossmember **MUST** be within 5" of the original crossmember mounting place.
- **NO** "home-made drivelines".
- Overall safety will be determined by the officials.

RADIATORS/CORE SUPPORTS

- Only OEM style passenger car or truck radiators may be used.
- Aluminum racing of the same style may also be used.
- Radiator hose loops may also be used.
- Radiator FIN area **ONLY** may be sleeved in a light expanded metal. It may not be fastened to any part of the truck.
- Radiators must stay in the stock position in front of the motor.
- **NO** added water capacity or cooling tanks will be allowed.

- Engine coolants are **NOT** allowed, **ONLY WATER. NO ANTIFREEZE.**
- Upper Radiator supports may be welded to the hood using a 6-inch total weld or may be bolted with two bolts with fender washers. No more than two bolts may go through the upper core support **IF** you chose **NOT** to weld it.
- Lower Radiator support body mount bushings may be removed and replaced with a max. 1" bolt diameter. Bolt may go up through the upper core support and hood.
- Radiator support may not be welded to the frame, bumper, bumper brackets or anything else.
- 1" bolts can be welded to the side of the frame.
- 1" washers can be welded to the top of the hood skin.

SUSPENSION/AXLES/STEERING

- 7 leaves max in the front and 11 leaves max in the rear.
- If building leaf Packs you must use OEM style leaves. (**NO** flat stock)
- There **MUST** be a 3" stager on each end of each leaf in the leaf pack.
- Leaves may be 3/8"x3-5" max.
- The **ONLY** exception to this rule is if leaf packs are 100% stock for that 1-ton pickup.
- Only 1-ton truck suspensions or lighter are allowed.
- If converting coil springs to leaf springs you **MUST REMOVE ALL** coil spring components and brackets.
- Leaf spring mounts **MUST** be OEM style or equal and may be mounted to the bottom or side of your frame.
- Home-made leaf spring mounts and hangers may use 1/4" max box tube or flat and **MUST** resemble a stock spring bracket.

FRAME

- **NO WELDING OF OR TO THE FRAME ALLOWED** other than what is specified in the rules.
- Front frame may **NOT** be shortened more than 3" or to within 1" of original core/radiator support.
- You may shorten the rear frame rails.
- You may notch the frame but you may **NOT** weld the cut back together.
- All body mounts (rubber biscuit and cone, pucks) may be removed.
- **NO** Buffing, grinding or packing of frames.

BUMPERS

- Stock O.E.M. bumpers off of a passenger car or truck may be used.
- All OEM bumpers may be loaded internally.
- Chrome may be welded to the inner bumper box.
- Front/back bumpers may be switched using an OEM car or ¾ ton or lighter OEM bumper.
- You may use a homemade bumper 5"x5" or 4"x6" tubing max.

- Tube bumpers may have a 12" point max from the back side of the tube to the front most tip.
- **NO SHARP TIPS** on tube bumpers. They **MUST** have a 1" flat "tip" for safety.
- Home-made bumper points **MUST** attach to the front of the square tube no less than 38" apart measured from the outside of the "big end" at the attachment point.
- Bumper may **NOT** extend more than 10" past outside frame rails.
- If using a tube type bumper, it may **NOT** be welded to the body.
- Front/rear max bumper heights are measured from the top of the bumpers may be no higher than 32" at the highest point & no lower than 16" at the lowest point.
- You may add two 4" x 1/4" flat strap or two 1" cold rolled from your hood to your bumper.
- You may weld a total of 10" on the bumper and 10" on the hood.
- If using pipe or tubing in place of OEM bumper brackets/shock, max size is 18"x3-1/2"x1/4" OR 18"x4"x3/8" straight flat plate.
- Only **ONE** bumper bracket per frame rail is allowed.
- The front/rear bracket may be welded and/or bolted no more than 18" from the front of the frame.
- Compression bumper shock tubes may be compressed and welded.
- Trailer hitches and framework aftermarket or not **MUST** be removed.

CAGE

- You **MUST** pad cab and cage bars within the vicinity of the driver's head.
- You may use channel, tubing or pipe up to 6" O.D. for dash & rear seat bar.
- Door bars may be up to 12" tall x 6" wide channel or tubing.
- If using double side bars, they **MUST** remain within the 12" rule outside to outside.
- Side door bars may **NOT** extend past the front dash bar more than 4" or past the rear gas tank bar more than 4".
- You **MUST** have end plates on the seat bar and dash bar, 10"x10"x 1/4" max.
- Any location where 2 cage bars meet may be gusseted.
- Drivers side cage corners **MUST** be gusseted on the dash and seat bars.
- Cage gussets may be 8" x 8" max.
- You **MUST** have a halo bar. 4" max O.D. pipe, tubing or channel.
- The vertical halo bar (4" max) may be welded the floor inside the back part of the cab, or off the floor of the furthest front portion of the bed.
- You may have up to 2 bars connecting your halo to your seat bar.
- You **MAY NOT** use fencing, galvanized, exhaust style tubing or grader blade.
- All cage material **MUST** be a minimum of 3/16" thick.
- You **MUST** have door bars on either the inside of the doors or inside the cab.
- They **MUST** be mounted within 6" of the outer door skin.
- You may weld a 12" tall exterior door bar across the driver door for protection.
- Exterior door bar may be flat plate, channel, or tubing.
- Exterior door bar may extend no more than 4" from the exterior door skin.

- Exterior door bar may **NOT** to exceed 6" past the exterior door seams.
- Front and rear down bars **MUST** be vertical.
- **FRONT** down bars may be welded to the floor of the cab **ONLY**. **DO NOT** weld them to the frame.
- You may use 2 down bars from the cage to the frame in the rear corners of the cab/cage.
- The rear down bars **MUST** be placed in the rear of the cab, or no further back than directly behind the cab in the front most corner of the bed in single cab trucks.
- **NO** other kickers or angled cage bars may be welded to the frame.
- **Overall safety of your cage will be determined by the officials at time of inspection.**

BODY

- All exterior door seams may be welded.
- Side window openings at the bottom of the window may only be welded with 2" x ¼" max flat strap.
- All factory hood seams may be welded.
- Beds **MUST** be welded to the cab with up to 4" x ¼" flat strap.
- All tailgates may be fully welded, and **MUST** remain in the factory location.
- **NO** inner seam welding or alterations to strengthen the frame.
- You may weld the firewall to floor interior seam.
- You may fold the truck bed sides down behind the wheel well.
- You may run a 1" max bolt through the frame and bedside with a 3" max washer on each side.
- You may **NOT** cut the bedsides off.
- If you choose to fold your bed sides down, you **MUST** have two kickers from the top of the halo bar to the cross bar behind the gas tank.
- You may replace up to 4 body bolts in the cab, and 4 in the bed area with 1" bolts max, and up to 8" long with a nut and 3" max washer on both sides.
- Door window seams may be pinched and welded where the windows come up through.
- You may use a screen or netting over the driver's side front window and driver's door only.
- If your truck does **NOT** have a headrest, you **MUST** have a net covering the area behind the seat in the back window.
- Tailgate may be lowered to cover the frame rails if removing the rear bumper.
- You may cut and roll the fender for tire clearance.
- You may use up to 3 - 1/2" bolts per wheel opening.
- You **MUST** have a minimum 30" x 30" hole cut in the hood for inspections and fire protection.
- You may bolt the cut-out opening in the hood within a max of 3" of the cut edge spaced every 12" with 1/2" max bolts.

FUEL PUMP/FUEL TANK

- Electric fuel pumps may be used.

- Fuel pump switch **MUST** be clearly marked in case of emergency. (Judges discretion)
- All fuel lines **MUST** run inside cab or bed.
- Fuel lines may **NOT** be mounted to the frame.
- All fuel tanks **MUST** have a protector around them welded to the cage.
- All fuel tanks **MUST** be removed from inside the cab.
- Fuel tanks **MUST BE BOLTED** to the bed area or mounted to the tank protector.
- **NO** plastic fuel tanks may be used.
- A 12-gallon max aftermarket fuel tank may be used.

BATTERY

- Battery **MUST** be securely mounted to the floor or cage inside the cab, in the passenger side compartment.
- Batteries **MUST** be mounted in a metal frame or box.
- **NO** plastic battery boxes.
- All lead-acid batteries **MUST** be covered.
- Battery attachment may **NOT** be mounted to the frame or conceal any body bolts.
- You may use 2 batteries max.

