**Competing Models**

Any Full-Size SUV or Pickup ½ or ¾ ton. No unibody pickups. No solid axle King Pin front axles.

4WD’s are allowed but no Dana 60 King Pin front axles. Front driveshaft must be removed.

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If running a passenger, the build must be done to comply the same as driver area.

**A. General Preparation**

1. All Glass must be removed. All loose glass must be cleaned out.
2. Car exterior must be stripped of all molding, headlights, trim, tail lights, side mirrors etc.
3. All Flammable material must be removed from interior. Head liner, rear seats, door panels, carpet etc.
4. All vehicles must have a roof sign showing their number on both sides. Minimum of 15” x 15”. Must not strengthen the truck in any way.
5. Front seat must be securely fastened to the floor. These bolts may not go through the frame.
6. 4-point safety harness is recommended and attached to factory mounts or minimum 2” washers
7. Seat can be OEM stock of any make/model car (Honda prelude/CRX seats not recommended).
8. Place a padded headrest on the upright behind the seat if the seat was not equipped with a headrest mandatory.
9. No fiberglass or plastic racing style seats will be allowed.
10. Rear seats in all trucks must be removed.
11. All trucks must be painted. No dark colored cars without contrasting lettering scheme. No cars can be painted more than 50% black with another bright color on the other 50%.
12. No Trailer hitches or related parts.

**B. Frames**

1. No painting, buffing, oiling, or undercoating of Frames. You will not be inspected or

allowed to compete.

1. Only body mount points can be bolted to frame. (eg. Fuel tank, battery box, foot petals can only be bolted to body or cage.)
2. All welds must not be larger than ½” wide.
3. No Seam welding front frame sections.
4. Front Frame rails may be cut off no further than the front of the factory core support

holes.

1. No Frame tilting.

**C. Bumpers and Bumper Brackets**

1. Stock Bumper or maximum of 5” x 5” x 3/16” box tubing allowed but must be open ended and straight. They can not extend more than 10” from the outside of the frame. No skinning or additional metal may be added to the tube except small plates to mount if needed. Tube bumpers must be painted to look more stock to the crowd.
2. No Spikes or protruding items.
3. Rear bumpers are not required.

**C. Bumpers and Bumper Brackets (continued)**

1. Bumper swaps are allowed. Bumper brackets and shocks must remain in stock location and stock to the truck. A 3"x3/8” flat bar max strap may be added to each frame rail max 4” contact top and bottom of frame and attached to the bumper.
2. Front and rear bumpers may be welded solid. (I.e.-bumper to bumper shock, shock to bracket and bracket to frame) No extra metal.
3. Front Bumper may not be welded to the body.
4. Rear Bumper may be welded to tailgate/rear hatch. 2” x 1/8” strap maximum.
5. Bumper shock itself may be collapsed and welded. No added material.
6. You may weld the bumper directly to the frame without utilizing brackets or extra metal.
7. You may weld outer skin to inner structure of bumpers.
8. Bumpers may be welded directly to the end of the frame (hardnose). If doing this, you do not get any brackets or shocks. All must be removed. You may cap the end of the frame with ¼” flat plate the size of the frame only 6”x6” maximum. Plate must remain flat. You may NOT relocate the core support in any way.
9. If factory brackets/shocks that extend back further then 10” you may only still weld the first 10”.
10. Both Bumpers heights measured from the ground to the bottom of the bumper must be 16” - 22”.
11. Rear bumper brackets must follow front bracket rules.
12. Bumpers may be cut to keep them out of the tires.
13. Front bumper must be chained at two points with 3/8”-1/2” chain tight loop through the bumper up to hood pin or through the front rad support to the pin to keep broken bumpers from falling off. Rear bumper must be done the same way to tailgate or hatch holes.

**D. Body / Bed Bolts**

1. Body Bushings may be removed. Metal spacers are allowed.
2. OEM bolts may be replaced with factory size for that make and model of truck.
3. You may add a 3” x 3” plate or 3” washer (maximum size) on the body side of the bolt.
4. You may add a 2” O.D. washer (maximum size) on the frame side of the bolt.
5. You may put your 1” all thread through the core support on the front and through one pair of body mounts in the bed as two of your places to secure hood and rear hatch/tailgate.
6. You may add (4) extra body mounts in the position of your choice. 1” maximum bolt size, 6”x6”x ¼” washers. Extra bolts must be painted bright orange and only be bolted to top face of frame not through to bottom of frame.

**E. Body**

1. Body creasing, enhancing of existing body lines and addition of body lines is NOT allowed.
2. No doubling of body panels allowed. No added metal. Any spot with 4 layers of sheet metal or more will be required to be torched out completely.
3. Box sides must remain vertical.
4. Core support seam welding or re-bolting is not allowed.
5. Holes may be cut in the floor and firewall to accommodate the shifter, fuel lines and

transmission lines.

1. You may cut a hole in the firewall to accommodate the engine, within reason. Holes need to be covered by tin or rubber mat to deflect flames from driver area.
2. You may have up to (5) 3/8” (max) bolts in each wheel opening. They may not be higher than 5” above the stock lip location of the wheel opening.

**E. Body (continued)**

1. Body cannot be welded to frame at any point.
2. Inner fenders cannot be welded. Stock bolts only.

**F. Hoods**

1. Hoods must be bolted or chained shut only maximum 6 points plus stock.
2. Maximum (16) 3/8” bolts to secure inner and outer skins together.
3. You may use (6) bolts to hold the hood down. Maximum of 1” all thread. No pipe.
4. The (2) front bolts may go through the frame. If welded to the frame can only weld 6”. The other four must be sheet metal to sheet metal.
5. If you use chain, you may weld 6” (maximum size) washers to the hood. If bolting, the 6” washers must be free floating.
6. Bolts must not extend more than 4” above hood skin. Maximum plate size 6”x 6”.
7. You may weld a piece of angle iron 3”x3”x6” long ¼” thick to the fender and hood on either side of the car and bolt them together with maximum (2) 1/2” bolts per side.
8. You must have a minimum 10” hole in hood for fire protection and not welded edges.
9. Large hood hole with hood skins folded over one time is allowed but no welding.
10. Hoods must be opened for Technical Inspector.

**G. Tailgates/Rear Hatch**

1. Tailgates/ Rear Hatches may be welded solid. You may use filler no larger than 2” x 1/8” strap or 3/8” round bar or equivalent and have either two chains or two 1” all-thread. If you use all-thread and it touches the frame it will be counted as a bed pin. If you use chain and it wraps around the frame it will also be counted as a bed pin.
2. If using (2) angle irons to attach the tailgate pins, the max 6” x 6” x 1/2” thick angle iron 6” long but these will be counted as 2 of your added bed bolts.
3. Tailgates/ Rear Hatches can be welded to rear bumper. 2” x 1/8” strap maximum or 3/8” Round bar.
4. Tailgates/ Rear Hatches can be lowered but must remain vertical.

**H. Doors**

1. Doors may be welded on the outside only. 2” x 1/8” strap maximum or 3/8” round bar.
2. Doors that are not welded shut must be chained closed in at least (2) spots.

**I. Cage and Door Bars**

1. You may use channel door bars. They must be a minimum of 8” wide ¼” thick iron, wide NO guard rail or grader blade. Total length is not to exceed 6’ max. This bar may not be more than 6” past front door seam. Must be mounted in at least 3 places and extend through the inner panels with washers and plates minimum 4”x 4” x 3/16” with ¾”-1” bolts. The ends of the side iron must the cut at a 45-degree angle. Minimum 1 bolt attaching to rear interior cross bar.
2. Dash bar 2"- 5” diameter 1/8 wall minimum tubing. Must go from window post to window post in the former position of the dashboard. May not be welding or bolted, may NOT be mounted or touch the firewall, floorboard or frame in any way. Dash bars must be mounted above the steering column 5” from the fire wall. Dash bar is optional if original dash structure is in place with no cut outs in firewall. (It’s recommended to have a flag holder on the crossbar.)

**I. Cage and Door Bars (continued)**

1. A rear cross must be installed behind the seat from door skin to door skin as close to the B-pillar as possible and at least half way up from the floor, must be 3”- 6” pipe or square tubing 3/16” wall minimum with plates welded on the ends. The plates may not extend more than 15” past cross bar toward rear of vehicle. The cross bar must be at the same height as the door channels and with minimum of (1) 3/4”-1” bolt per side connecting the door channels to inside cross bar. Cross bar must be bolted or welded to vertical bars.
2. Optional gas tank protector cannot extend more than of 15” from the back of the crossbar AND have a minimum clearance of 8” from the interior door skins on the sides. 4” minimum clearance from all other sheet metal.
3. If you choose to run an internal cage, all horizontal cage components must be at least 8" off the floor of the car, side bars measured at the body bolt elevation. You may use channel or tubing up to 8″ OD max for all interior bars and must be straight material.
4. All trucks must have 1 upright (vertical) post, upright must be located directly behind the driver and passenger seat. The upright must be made of minimum 2” diameter, 1/8” wall pipe or square tubing with a minimum 4”x4” plate welded to the top and bottom against body skin. The upright will extend from the roof to the cross bar, or from the roof to the floor. If using a two piece upright it must be pinned with a ¾” bolt or welded so that it cannot collapse. It must be held in place with a minimum of (2) 3/8” bolts at the top and bottom with 2” washers on the skin side of bolts. Rear cross bar can be attached to frame in (2) points per side but cannot extend more than 24” back on the bed. Optional: you may add a second upright on the passenger side of the vehicle.
5. Cross bar and upright needs to be as close to the seat as possible. The closest bar must be 4” or closer to your seat. Your upright and cross bar must be welded together with a maximum 2” spacer connecting them.

**J. Halo (Optional)**

1. You may add a halo bar to the cage components listed above if you choose not to run a vertical roll bar inside the cab.
2. No kickers, angled or otherwise. NO Halo components may be welded or bolted to the frame.
3. It may not exceed 5" in diameter.
4. This bar must attach to the rear seat cross bar, no exceptions.
5. Halo bars must be in a direct vertical line with the seat bar.
6. Halo bars may NOT be angled toward the rear of the truck. They must be vertical.
7. Halo bar top corners cannot point outwards or protrude up more than 6” above roof.
8. You may bolt the halo bar to the roof sheet metal in 2 places.

**K. Front Window bars**

1. You must have minimum (1) maximum (2) window bars made from 2”x3/16” to 3”x 3/16” flat bar or 3/8” chain. It must meet the following criteria.
	1. Must be attached to sheet metal only with minimum 3/8” bolts and 2” minimum washers on sheet metal side of bolts.
2. 1/8” thick maximum expanded metal may be used also.

**L. Rear Window bars**

1. No rear window bars.

**M. Brakes**

1. All trucks must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.
2. Aftermarket brake petal is allowed but no drivetrain brake.

**N. Tires and Wheels**

1. Any air tire Dot, Forklift, Skid steer etc. with No studs and lead weights removed.
2. OEM wheels only. OEM wheels are any vehicle manufacture made 5, 6 or 8 bolt wheel that came with production cars or pickups.
3. Small weld in centers maximum ¼” thick can be used but must not be bigger than 8” diameter.
4. Valve stem protectors allowed.
5. Drive tires only are allowed to be foam filled.

**O. Radiator, Radiator Supports and Coolers**

1. Radiator must be in the stock position in front of the engine.
2. Radiator supports must remain in the stock location.
3. An expansion tank maybe used instead of a radiator. It must be made of metal and be no larger than 1 gallon (1 Gallon is 231 cubic inches). Bolted in place with maximum four 3/8” bolts. It may in no way strengthen the frame. It may be mounted directly to the engine. Cannot be used as a kicker.
4. Transmission and Engine oil coolers are allowed and can be mounted to the engine compartment, inside the cab or bed. Contained inside a metal box if mounted inside the cab and high-pressure flexible lines. Must be leak free and Coolers may not be mounted to the frame or used as a kicker.
5. No Anti-freeze in cooling system at all water only.

**P. Batteries**

1. Batteries must be re-located inside the cab but not in passenger foot area if running a passenger.
2. Maximum 2 automotive type.
3. Batteries must be re-located inside the cab but not in passenger foot area if running a passenger.
4. Maximum 2 automotive type.
5. Your battery box must be of metal Construction full enclosed with rubber over batteries. Securely fastened to the floor with minimum three 3/8” bolts and 2” washers or rear cross bar with minimum 4 bolts. Welding to Crossbar is allowed if weld quality is approved by tech.
6. The lid must be securely fastened shut using bolts. NO RATCHET STRAPS OR BUNGEE CORDS OF ANY TYPE. Battery positive terminals must be covered by insolating material.
7. Switches or wires used for powering the car ON/OFF must be with in reach of the driver while harnessed in. Switches brightly labelled so anyone can shut your car off in an emergency.
8. Battery box must have a minimum clearance of 8” from the interior door skins on the sides and a 4” minimum clearance from all other sheet metal.
9. If mounted in rear it cannot be more than 15” from the back of the crossbar.
10. BATTERIES MUST BE SECURELY MOUNTED INSIDE BATTERY BOX AND SHOWN TO TECH.

**Q. Fuel Delivery System**

1. No plastic tanks or Boat tanks allowed. Metal fuel tanks only with maximum 6 gal capacity.
2. Gravity Fed / Bottom Fed Fuel Tanks are allowed but must have ¼ turn shut off valve accessible beside the tank while driver is belted up.
3. Original gas tanks must be removed from the truck.
4. You must have the gas tank securely mounted with minimum three 3/8” bolts and 2” washers.
5. Gas tank must be located in the following ways:
	1. Regular Cab and Extended Cab:
		1. Fuel tank must be mounted in the bed of the truck as close to the cab must be no greater than 24” from cab of regular cab trucks close to center.
	2. SUV:
		1. Fuel tank must be mounted inside the cab. It must be a maximum of 14” from the back of the crossbar AND have a minimum clearance of 8” from the interior door skins on the sides and a 4” minimum clearance from all other sheet metal.
6. It may not be bolted through the frame in any way, may NOT be used as a kicker of any kind.
7. You may use a gas tank protector. It must be a maximum of 15” from the back of the crossbar AND have a minimum clearance of 8” from the interior door skins on the sides and a 4” minimum clearance from all other sheet metal.
8. Fuel vent hose must be secured through floor and vertically looped above the tank.
9. Gas tanks may be bolted to rear seat bar.
10. Fuel lines may be run inside the SUV. If you use rubber gas line, you must run the line through a larger hose such as a garden hose. \*\*NO Metal fuel lines in cab\*\* hyd hose highly recommended.
11. Automotive pump gas only, NO ALCOHOL.
12. Electric fuel pumps are allowed. They must an on/off switch clearly marked in large letters.
13. All lines must be double clamped inside the cab area.
14. Aftermarket throttle petals are allowed.

**R. Engines and Engine Mounting**

1. Any gas-powered engine may be used in any truck but OEM mounts used.
2. Engine mounts cannot be welded to the frame. Bolts Only.
3. You may chain or strap the motor. Chains may be attached to the cylinder heads, header flanges of engine plates. 1 Chain per side, 3/8 maximum. Motor straps welded (3” maximum length weld) or bolted to the frame and bolted to the motor are allowed. Straps maybe a maximum of 2”x 3/8” flat bar or 3/8” chains. You are only allowed two straps or chains per side of the motor. ONE 2”X2” ANGLE IRON COUNTS AS TWO STRAPS. (3” maximum length weld on frame)
4. If bolting Engine straps, chains or angle iron to the frame. The bolts cannot be used to pin the frame. Bolts can only go through the one frame rail skin. Maximum 2 bolts per frame contacting area with bolts maximum 3” apart.
5. Engine straps may go no further forward than 3” in front of the forward most part of the cylinder head and, no further back than 3” past the rearward most part of the cylinder head.
6. You must have an air cleaner over the carburetor at all times.
7. You may beat flat the engine side of the firewall only, do not weld or bolt firewall.
8. Do not re-enforce the firewall/cowl.
9. NO STARTING FLUID.

**S. Engine Protectors**

1. NO DISTRIBUTOR PROTECTORS unless the distributor is at the front of the engine. It cannot be wider than the valve covers. It cannot be more than 2.5” Forward and higher than the edges of the distributor cap. It cannot be connected to the frame or support the frame in any way. It can only be attached to the engine.
2. NO ENGINE CRADLES.
3. NO STACK PROTECTORS.

**T. Transmissions**

1. Transmissions must be of passenger car or pickup origin.
2. Derby Shifters are allowed.
3. OEM bell housings only.
4. OEM transmission cross member or 2”x2" 1/4” tube maximum replacement.
5. OEM Aluminum tail shaft housings.
6. NO TRANSMISSION PROTECTORS, CRADLES, BRACES, OR SKID PLATES.

**U. Suspension and Steering**

1. No coil to leaf conversions.
2. Leaf springs must be in the factory position.
3. You may change coil springs or double springs but must fit in spring pocket.
4. OEM control arms front and rear.
5. OEM ball joints and spindles.
6. You may not remove the shocks and put pipe or all thread in their place.
7. You may not plate, reconfigure or re-enforce front A-arms.
8. You are allowed to weld A arms down using a maximum of (2) 3”x4”x1/4” flat bar per side of the truck.
9. You may reinforce your tie rods, but you must use the OEM tie rod ends. No aftermarket heims.
10. Steering wheel to Steering gearbox may be modified.
11. Aftermarket steering columns allowed.
12. Shock absorbers must be factory replacement for that year, make and model of vehicle.
13. No exotic shocks, no mystery shocks, no oversized shocks.
14. Air shock lines must be cut.
15. Rear coil springs can be hose clamped to the axle.
16. Leaf Springs Specifics.
	1. No homemade mounting plates or oversized U-bolts will be allowed.
	2. No welding on the spring pack.
	3. No flat stacking springs.
	4. You my clamp leaf springs. 4 clamps per leaf 2”x 1/2” max clamp size, (2) 3/8” bolts per clamp.
	5. Stock OEM spring pack to the truck.

**V. Rear Ends**

1. Must be a factory original 5 or 6 or 8 lug rear end only.
2. No part of rear end may strengthen the truck’s frame or body in any way.
3. You may use any type of rear end (Ford / Mopar / GM / Hybrid).
4. Rear end must remain in the stock location within the original mounting location. Do not move rear end forward or backwards to support the frame.
5. Rear end braces are allowed, but they may serve no purpose other than to strengthen the rear end housing. They may not extend from the rear end further than 6”.
6. Axle savers are allowed.
7. Slider Aftermarket driveshafts are allowed.

**W. Repairing Pre-Ran Vehicle**

1. When repairing damaged cars, you may use (2) 4”x4”x 3/16” plate per frame section. These plates may not touch each other in any way. Thicker plates are not allowed.
2. Repair plates must have an inspection hole drilled in the center so the Tech official can see thickness of plate.
3. A frame section is one frame rail in front of or behind the OEM firewall, (2) plates RR frame, (2) plates LR frame, (2) plates RF frame and (2) plates LF frame rail. You may not add any more plate than this.
4. (2) Plates maximum per frame section and only over damaged area.

**NO EXPRESSED OR IMPLIED WARRANTY OF SAFETY SHALL RESULT FROM**

**PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND/OR REGULATIONS.**

**These rules are intended as a guide for the conduct of the sport and are in no way a guarantee**

**against injury or death to a participant, spectator, official or others. Track Officials shall be**

**empowered to permit minor deviations from any of the specifications or impose 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 OF SPECIFICATIONS.**

**Interpretation of or deviation from the rules is left to the discretion of the officials. Their**

**decision is final. It is the responsibility of the driver to ensure their car conforms to all rules and**

**regulations at all times.**

**Inspection Procedures.**

1. Official’s decisions are final.
2. You will be given one (1) opportunity to correct items on your vehicle.
3. Each car gets a maximum of 2 times thru inspection.
4. YOUR HOOD MUST BE OPEN FOR INSPECTION.
5. Battery box must be open and batteries securely mounted inside battery box.
6. Do not come to the inspection line if you are not done preparing your vehicle.
7. Any added or welded metal plate/rod or material not specifically covered in the rules, will be removed completely as well as the surrounding metal. Don’t do it or your car will be weakened!
8. It is your responsibility to report to tech. Failure to report to tech or competing in any event with a vehicle that has not been inspected will result in immediate disqualification and possible monetary fine.
9. Hidden plating or reinforcing found by tech will disqualify the car from the competition.
10. Protests are not allowed. Official’s decisions are final.

**Safety and Competition Rules:**

1. Drivers Meetings at the event must have every driver attend. Drivers that do not attend cannot compete unless there is an adequate reason.
2. Vehicles that do not arrive and enter tech before scheduled tech is closed will be charged $250 per. If they do not meet tech in time for the show there will be no refunds.
3. Driver must wear helmet, long sleeves, pants, boots, seat belt and eye protection at all times during competition.
4. Driver must remain in vehicle with all safety equipment on until directed by a track official to exit the vehicle. (fire is the only exception)
5. Officials may stop the event to give a Sandbagger 1 warning to start hitting aggressively. If continued the car will be disqualified.
6. All drivers must put hands up on red flags to indicate to other drivers that do not know of the red flags until all cars are stopped.
7. Heats will be pulled from a hat at the event at the first drivers meeting.
8. Driver and vehicle are one unit. Vehicle cannot switch drivers at any point unless approved the day before by officials.
9. All vehicles will be re-teched before entering the arena after repairs.
10. **All Vehicles are required to have an orange or red Stake** taped to the front A-Pillar. If the stake is up the vehicle is still in the competition. Officials will indicate to the driver by strobe when a driver is timed out. At that point the driver must pull off the stake.
11. Driver’s door hits are illegal. Any driver’s door hit deemed intentional will be cause for disqualification. Repeated unintentional or careless driver’s door hits will be cause for disqualification. Official’s determination is final.
12. Intentional or repeated unintentional use of your driver’s door as a defense may result in disqualification.
13. You are allowed 2 fires. The third fire will be cause for disqualification.
14. Obey the Officials commands.
15. Driver must make an AGGRESSIVE HIT every 90 seconds on competing cars. Sandbagging will not be tolerated.
16. A vehicle that is pushed by another vehicle into other competitors is not considered a hit.

**Safety and Competition Rules: (continued)**

1. Time Limits for FINAL 2 COMPETITORS. MUST make AGRESSIVE HIT EVERY 1 MINUTE. AT the end of 10 Minutes a Tie May be Called with the 2 Competitors splitting first and second place.
2. Timers and Officials must make the calls while the event is happening. Mistakes may occur but they will be as accurate as possible. No compensation for errors will be given to drivers.
3. No hot rodding in the pits.
4. Keep professional at all times. No swearing or inappropriate sign language in the event.
5. No one under the influence of drugs or alcohol will be allowed in pits or arena.
6. No drugs or alcohol in the pits.
7. Vehicles lifted by jacks or equipment must have jack stands or blocks in place while anyone is working under the vehicle.
8. If you have any issues with another driver or pit crew notify Officials and they will correct the issue.
9. Disqualifications, fines, penalties or removal from event can be issued by Officials if any safety issues occur.
10. The concrete floor can’t be damaged, so spinning rims with no rubber will force the Officials to shut your car down.
11. Excessive engine smoke or tire spinning could force Officials to shut your car down.
12. By entering the event you accept and acknowledge all of the above-mentioned rules as a driver and/or pit crew.
13. Full-Size Truck Specific:
	1. Team driving will not be tolerated. This includes pushing and/or holding any vehicle.
	2. No Pin to wins allowed. Drivers must back off the competitor’s vehicle after 5 seconds. The last 2 vehicles may be stopped and pulled apart and restarted.
	3. Full-Size trucks are a one run show unless truck numbers are high.

Contact Lee Pemble for any questions or concerns.

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