

TRUCK CLASS RULES

(1).Vehicles

- a. All vehicles will undergo THOROUGH INSPECTION prior to entering the pits!
- b. Any American made make and model of 1/2 ton or 3/4 ton pickup truck or SUV including Suburban, Bronco, Blazer, Ram Charger, etc. No heavy/medium duty trucks or commercial-type vehicles will be allowed.

(2). General Vehicle Preparation

- c. Vehicles will be completely stripped of all interior to reduce fire hazards. This includes carpet/door panels/seats/ dash/headliners/unnecessary electrical wires.
- d. All glass must be removed, and every attempt must be made to remove ALL glass fragments prior to inspection.
- e. All exterior trim/door handles/mirrors/lights/plastic grilles/etc. must be removed. Metal grilles may remain.
- f. If the vehicle was equipped with air bags, they MUST be removed.
- g. Drivers' doors MUST BE PAINTED A CONTRASTING COLOR.
- h. THERE IS NO WELDING ALLOWED UNLESS SPECIFICALLY STATED WITHIN THESE RULES! This includes re-welding factory spot-welded seams.
- i. Both front doors and the roof MUST have the driver name and number clearly VISIBLE and LEGIBLE. A properly secured roof sign is allowed but not required.
- j. Obscenities or vulgarity will NOT be allowed anywhere on the vehicle.
- k. Drivers may use a custom or fabricated steering column but ALL steering linkage, tie-rods, etc. will be stock.
- l. Wheels and tires will adhere to the following rules:
 - i. Drivers may use any type of tire they desire so long as they contain only air. No solid rubber or liquid/foam- filled tires will be allowed.
 - ii. Wheels MUST be stock-type, factory wheels up to 16" diameter.
 - iii. Weld-in centers are allowed at the mounting surface only (roughly 6-8" diameter) and not exceeding 1/4" thick.

- iv. Wheels may have valve stem protectors welded to them. No “bead locks” allowed.
- v. Wheels and tires (spares included) MUST have a large “+” painted on them IN A CONTRASTING COLOR

to allow Field Judges to determine if/when your brakes are locked.

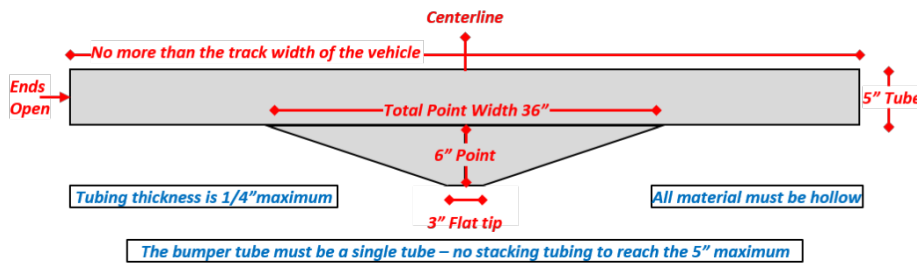
(3). Sheet-metal

- m. Body sheet metal seams may be welded from CENTER OF THE FRONT AXLE FORWARD with no added metal. Otherwise, there is NO WELDING allowed unless specifically stated elsewhere within these rules!
- n. Wheel-wells may be trimmed for tire clearance and may have the inner and outer skin welded or bolted together. If welded, no additional metal may be added. If bolted, a maximum of 10 bolts may be used (3/8" hardware).
- o. Drivers may patch rust holes in the body metal or floorpans as well as repair holes from damage that occurred in a previous derby. The patch material MUST be the same thickness (18 to 20 gauge) and can be welded with no added metal up to a maximum of 2” beyond the repaired hole.
- p. If creasing body panels, hammered or artificial body creases can NOT be welded or bolted

(4). Bumpers

1. Trucks MUST have both front and rear bumpers with one exception (See RULE VI.B.7). Bumpers must be passenger car, pickup bumpers, or home-made (see below). Bumper swaps from other vehicle makes are allowed. Bumpers maybe flipped, and front bumpers may be used on the rear and vice versa.
1. Bumpers can NOT be stuffed, packed, or reinforced in any way, and factory openings can NOT be closed.
2. Bumper ends may be trimmed and/or bent around and may be re-welded with no added metal.
3. Bumpers may have chrome outer shell and steel inner core welded together with no added metal.

4. Bumpers may be welded directly to the frame with no added metal (trimming/shaping end of frame rails is allowed).
5. OEM or individually fabricated bumper brackets may be welded to the bumper AND the frame with no added metal.
6. Individually fabricated bumper brackets will adhere to the following rules:
 - a. Fabricated bracket material (plate, strap, angle, etc.) can NOT exceed 1/2" thick. If using pipe or square tubing, a maximum of 3" pipe or 3" square tubing with a maximum wall thickness of 1/4" will be allowed.
 - b. Fabricated brackets can NOT exceed the height or width of the frame, and they may not extend more than 6" onto or into the frame. Pipe/tubing can NOT extend more than 10" onto or into the frame.



3. Fabricated brackets can only be welded or bolted to ONE SIDE of the frame – additional counts toward plate.
4. The use of a “no-weld bumper plate” not exceeding 1/2" thick is allowed.
5. Shock absorber-type bumper mounts may be welded to the inside or outside of the frame with no added metal.

Shock absorbers may also be welded solid around the tube seam only (must be drained if welded). Similar to

pipe/tubing, Shock absorbers can NOT extend more than 10" onto or into the frame unless they did when stock.

6. Fabricated brackets can NOT overly extend bumpers more than 6" from back of bumper to frame.

H. IN ADDITION TO front bumper mount, bumpers may be secured to the front of the vehicle by chain ONLY: 1. A maximum of (2) vertical chains can extend from the hood to the bumper.

1. Chains can NOT exceed 3/8" link and links can NOT be welded.
2. Chain holes may be reinforced with plate material or large washers. Plate material can NOT exceed 4" x

4" square and 1/8" thick. Washers can NOT exceed 4" diameter.

I. HOME-MADE BUMPERS are allowed ON THE FRONT ONLY if constructed within the following parameters:

(5). Frames

1. Frames may NOT be plated, pinned, or otherwise reinforced in any way unless specifically allowed in the rules.
2. Fresh vehicles are authorized 10" of reinforcing plate on each frame rail – a total of 20" on the entire vehicle – in

the location(s) of your choice. The intent of this rule is to give drivers the ability to strengthen any common, known weak spot(s) on fresh vehicles in a controlled and equal manner. Pre-run vehicles are authorized an additional 10" of reinforcing plate on each frame rail – now a total of 40" on the entire vehicle – in the location(s) of your choice. The intent of this rule is to give drivers the ability to repair damaged, kinked, or bent frame rails on pre-run vehicles in a controlled and equal manner. The following rules apply to reinforcing plates:

- a. Reinforcing plates can NOT exceed 1/4" thick.
- b. Reinforcing plates can NOT exceed the height or width of the frame.
- c. Reinforcing plates can NOT exceed 10" in length. Drivers can choose to split a plate VERTICALLY into

smaller sections if they desire (i.e. two 5" long plates OR a 4" and 6" long plates). If one plate is split, drivers can NOT combine the remainder with another plate (i.e. a 6" long plate being combined with a 10" long plate to create a 16" plate). Each 10" plate allocated may only be split once.

- d. Reinforcing plates can NOT be located within 3" of another plate but can be on OPPOSING sides of the frame.
- e. Reinforcing plates may be welded or bolted in place lengthwise along the frame.
- f. If drivers utilize any reinforcing plates, the plated locations will be disclosed to inspectors at the time of

inspection. They MUST be painted with RED PAINT in order to allow inspectors to clearly identify them.

- g. HIDDEN OR EXTRA PLATES FOUND AT ANY TIME FROM INSPECTION TO CONCLUSION OF

DERBY WILL RESULT IN IMMEDIATE DISQUALIFICATION! Entry fees are non-refundable.

- 3. Frames may be shortened within the following rules:
 - a. Front frames shortened no further than original core support mounts.
 - b. Rear frames shortened only so much as necessary to flush-mount a rear-bumper with the original body metal.
- 4. Trailer hitches must be completely removed from the frame.
- 5. No fresh paint or undercoating is allowed on the frame.
- 6. Factory holes and openings in the frame MUST remain open for inspection and can NOT be welded shut.
- 7. Body mounts or “pucks” may be removed, but the bed, cab, and front clip of the vehicle

can NOT be welded to the

frame. If body mounts/pucks are removed, replacement bolts/washers can NOT exceed 3/4” hardware and 3” diameter washers:

(6). Outside Body Seams

A. Doors

- 1. Doors MUST be welded on the OUTSIDE OF THE VEHICLE ONLY.
- 2. Filler material can NOT exceed 1/2” round stock/rebar/cold rolled OR 2" x 3/16” flat strap.
- 3. Interior door seams can NOT be welded.
- 4. Any vehicle that has ANY DOOR come open will be IMMEDIATELY DISQUALIFIED.

B. Tailgates and Beds

- 1. Tailgates are optional, but if drivers use a tailgate, it must be a stock, pickup-type tailgate.
- 2. Tailgates MUST be welded on the OUTSIDE OF THE VEHICLE ONLY.

3. If welded, filler material can NOT exceed 1/2" round stock/rebar/cold rolled OR 2" x 3/16 flat strap.
4. Bed sides may be folded over and inward to the center of the bed within the following rules:
 - a. The bed sides may be secured to the BED FLOOR ONLY with a maximum of (4) All-thread up to 1" in diameter. Holes for All-thread may have a 1" washer welded to bed side and floor with no added metal.
 - b. No other welding on the bed sides will be allowed.
5. The gap between the cab and the bed may be welded on the sides of the vehicle ONLY. Filler material can NOT exceed 4" x 3/16" strap. Additionally, drivers may also bolt the front of the bed directly to the back of the cab with no more than (8) bolts. Bolts can NOT exceed 1" hardware.
6. Tailgates may be slid downward, but they can NOT be welded or bolted to the bumper or the frame.
7. Drivers may choose to compete without a rear bumper IF AND ONLY IF the tailgate of the vehicle is moved downward and sufficiently covers the exposed ends of the frame rails.

(7.) Hoods

1. Hoods must be able to be opened, or have a 30" by 30" minimum hole in the center of the hood if welded.
2. Hoods may be secured with bolted angle iron (pieces of opposing angle iron each being welded to the hood and front fenders). Hood angle iron will be inspected within the following rules:
 - a. Angle iron can only be welded to the SIDES of the hood. This is defined as driver and passenger sides.
 - b. Hood angle iron can NOT exceed 18" TOTAL LENGTH per side of the hood. Drivers may split their allowable 18" of angle iron as desired, but drivers can NOT use angle iron pieces shorter than 4" in length (i.e. 5" – 5" – 8" OR 6" & 12" OR 4" – 6" – 8" and so on).
 - c. Hood angle iron can NOT exceed 2" in height & width.
 - d. Hood angle iron can NOT exceed 1/4" in thickness.

- e. A maximum of 2 bolts per set of angle iron are allowed, but can NOT exceed 1/2" hardware.
3. IN ADDITION TO bolted angle iron, (2) All-thread (one per side) with a maximum diameter of 1" may be used under the following stipulations:
 - a. All-thread MUST be located immediately in front, behind, or pass through the radiator core support.
 - b. All-thread can be welded or bolted to or through the front frame with no added metal.
 - c. All-thread holes may be reinforced with plate material or large washers. Plate material can NOT exceed 4" x 4" square and 1/8" thick. Washers can NOT exceed 4" diameter.
4. ALTERNATIVELY, if drivers do not wish to use the bolted angle iron, (4) additional All-thread (two more per side) with a maximum diameter of 1" may be used under the following stipulations:
 - a. All-thread can be welded or bolted to or through the frame with no added metal.
 - b. All-thread must be within the engine compartment and can NOT touch, attach, or pass through firewall.
 - c. All-thread holes may be reinforced with plate material or large washers. Plate material can NOT exceed 4" x 4" square and 1/8" thick. Washers can NOT exceed 4" diameter.
5. **Welded Hoods** The hood may be welded using 1/2" rod or 2" wide x 3/16" strap or smaller up to 6" long in up to 4 places on each side of the hood (passenger and driver side only, no welding the front of the hood). Provided that you have the minimum 30" x 30" inspection hole.
6. Hoods must remain in ORIGINAL POSITIONS. They can be folded over at the radiator core support but can NOT be slid forward. If folded, hoods can NOT be bolted or welded to bumper or radiator core support.
7. Hoods can NOT be cut/sectioned with the front portion bolted or welded to fenders or radiator core support.
8. Underhood support webbing can NOT be welded or bolted to the hood skin, except where cut for inspection / fire suppression hole.

9. Hood skin can NOT be folded down to the inner fenders or radiator core support; however, hood skin can be folded to the underside of the hood up 4” and welded with no added metal or bolted with up to 3/8” hardware.

(8) . Fuel Systems

PUMP GAS OR DIESEL FUEL ONLY! Premium or lesser octane – No aviation, alcohol, or racing fuel allowed.

1. All stock, factory gas tanks MUST be removed
2. Fuel tanks with a maximum capacity of 6 gallons must be located in the rear seat area. They must be effectively secured and fastened with bolts, ratchet, or welded straps. Bungee or pull-style straps are NOT allowed.
3. Metal fuel tanks are highly recommended, but plastic fuel tanks are allowed provided they are designed to be a fuel tank (no gas cans). Fuel tank fittings must be secured into the tank in an appropriate fashion (no duct tape).
4. Vehicles may utilize electric fuel pumps. The switch area must be clearly marked with RED PAINT for easy identification in the event of a fire. This is for driver and fire personnel protection.

(9). Cooling Systems

- a. Radiators may be completely removed, but not relocated.
- b. Aftermarket aluminum radiators are allowed.
- c. Additional or external coolant tanks can NOT be used to increase coolant capacity.
- d. Radiator core supports can NOT be reinforced and MUST be bolted within 1” of the ORIGINAL MOUNTS.
- e. Electric cooling fans are allowed.
- f. Radiator and cooling fan mounts may be bolted or welded to the radiator core support ONLY. Mounts can NOT be excessive enough to be considered reinforcement and can NOT be attached to the frame.
- g. Transmission coolers or “cold boxes” are allowed. If used, they MUST be located in the front, center of the bed.

(10). Electrical Systems

- h. Batteries MUST be relocated to the passenger front floorboard.

- i. A maximum of (2) automotive/marine batteries OR (1) large tractor/Cat battery may be used.
- j. Batteries MUST be secure and MUST be covered for driver safety.
- k. Metal battery boxes with a top strap are HIGHLY RECOMMENDED and may be bolted or welded to the floor.

(11). Brake Systems

A. Vehicles MUST have sufficient brakes and will demonstrate braking ability at inspection.

(12). Drive-trains

A. Engines

- 1. Engine swaps from other vehicle brands are allowed.
- 2. Engines MUST be located within 4" of the stock engine location.
- 3. Firewalls and floorboards may be trimmed or bent for engine and/or distributor clearance but every attempt

must be made to close off the interior of the vehicle from the engine compartment for driver safety. Openings

larger than 6" must be covered with SHEET METAL!

- 4. All engines MUST have an air cleaner. No open carburetors.
- 5. Engine mounts will be inspected within the following rules:
 - a. Stock engine mounts may be welded or made solid. Individually fabricated engine mounts are difficult to regulate due to unique mounting requirements, but bottom line, they can NOT be excessive or reinforce the frame in any way. Inspectors' discretion.
 - b. Four additional chains or straps may be used to tie the engine down to the frame. NO MORE THAN 4" of chain/strap may be welded to the frame for EACH mount.
 - c. LOWER ENGINE CRADLES are allowed, but they can NOT reinforce the frame.
 - d. Engine mid-plates are allowed SOLELY as a distributor protector/carb halo mount. The mid-plate/distributor protector/carb halo can NOT be attached to ANY portion of the vehicle body, frame, or the lower engine cradle/trans protector.
- 6. Fabricated distributor protectors are allowed with a maximum of 3/8" plate.

7. Carb halos are allowed with a maximum of 1 1/2" pipe or tubing, but they can NOT extend outside the valve covers. They may attach to the intake, heads, or distributor protector.
8. The method of "removing bolts" from full cradles will NOT BE ALLOWED. NO FULL ENGINE CRADLES/CAGES/FLUID PAN PROTECTORS ARE ALLOWED!

B. Transmissions

1. Transmission braces are allowed but may have NO MORE THAN FOUR BARS OR STRAPS (1" thick). Transmission braces may NOT be attached to the lower engine cradle. NO FULL TRANSMISSION CAGES/PAN PROTECTORS ALLOWED
2. Transmission mounts may be chained, welded, or made solid.



3. Individually fabricated floor shifters are allowed. Floor shifters may be bolted to the floorboard or directly to the transmission. They may also be welded to the floorboard.

C. Drivelines may be OEM or aftermarket. Fabricated slider-type drivelines allowed.

4. Rear Differentials
 - a. Rear-end swaps from one make/style to another make/style are allowed.
 - b. Rear-end swaps from a 5-lug to an 8-lug rear-end are also allowed. See Rule XII.F for allowable mounting methods.
 - c. Rear-ends may have ONE truss brace on the top, bottom, or rear of the housing.
 - d. Drivers may also fabricate or add axle-savers along with their single brace.
 - e. NO FULLY BRACED OR ENCLOSED REAR-ENDS ARE ALLOWED!
5. 4WD vehicles MUST have one driveshaft completely removed. Drivers may choose either the front or rear.

(13). Suspensions

- a. The height of the vehicles' bumpers must be reasonable and similar to the original ride-height for the vehicle. LIFTED OR EXCESSIVELY JACKED UP VEHICLES WILL NOT BE ALLOWED. Inspectors will allow flexibility – within reason – for pre-run vehicles on a case-by-case basis.

- b. The minimum height for the rear of the vehicle is 18" to the bottom of the bumper or frame rail. This is due to the historical and demonstrated risk of roll-overs, specifically in the Truck Class, if/when lower-profile tires are used.
- c. Adjusting factory suspensions within factory means is allowed. Additionally, drivers may chain A-arms down (maximum of 3/8" chain with links unwelded). **NO STRAP, SOLID, OR FULLY WELDED SUSPENSIONS!**
- d. Lifting blocks or shackles can **NOT** be used to increase height.
- e. Coil springs may be welded to the rear axle and the frame with no added metal.
- f. Factory trailing arms can **NOT** be reinforced!
- g. Fabricated trailing arms **MUST** be channel (3 sided) and can **NOT** exceed 2" diameter and 1/8" wall-thickness.
- h. If a rear-end swap is performed, it **MUST** be mounted just as the factory did for the vehicle it's swapped **INTO**.

This means drivers must use the same brackets, saddles, perches, trailing arms, etc. as their vehicle did in stock form. If they are damaged beyond repair or altogether missing, drivers must use materials similar to stock in strength and design. **LEAF CONVERSIONS ARE NOT ALLOWED!**

(14). Safety

- i. Driver safety equipment
 - i. All drivers must wear closed-toed shoes and pants. Shorts/sandals will **NOT** be permitted.
 - ii. Long sleeve shirts and gloves are recommended. The use of fire-retardant clothing is also recommended.
 - iii. A DOT approved closed-faced safety helmet is **MANDATORY**. If this equipment falls off during the derby, you may be **DISQUALIFIED**. Face shields, goggles, or safety glasses are recommended.
 - iv. At a minimum, a lap-safety belt is **MANDATORY**. If a safety belt becomes unsecured or fails during the derby, you may be **DISQUALIFIED**. A shoulder harness is recommended.
 - v. Fire extinguishers are optional, but if they are used, they **MUST** be mounted **SECURELY!**

- j. Windshield/Rear Window Openings
 - 1. For safety, all windshield openings MUST have (2) bars welded vertically in front of the driver.
 - 2. For safety, rear window openings MAY have up to (2) bars welded vertically in the window frame only. These bars must start and end within 2" of the rear window opening and can NOT extend onto the trunk.
 - 3. Material for windshield/rear windows can NOT exceed 1" in diameter/width (rod, pipe, tubing, etc.).
- k. The driver door MUST be welded. It MUST also be reinforced for driver safety by a 4-Point Cage or Door Brace. Safety reinforcements must be contained within the passenger compartment ONLY. The only exceptions are the Halo bar and Outside Door Brace. Safety reinforcements may be welded to the FLOORBOARD ONLY. To increase strength and safety, Drivers may utilize end plates where the pipe or tubing meets the floorboard. End plates can be a maximum of 6" X 6" in size and up to 1/4" in thickness. All safety reinforcements must be constructed WITH A MAXIMUM OF 4" diameter pipe or 4" square tubing.
 - i. 4-Point Cage – The 4-Point Cage may be constructed with a maximum of (4) vertical posts, (1) bar across the dash area, (2) bars across both the driver and passenger doors, and (2) bars across the rear seat area no more than 12" behind the driver seat [(1) of the rear seat bars must be no more than 12" above the floorboard].
 - ii. Door braces – The Door Brace may be constructed with (1) door bar slanted upward across the driver door and (1) rear seat bar slanted downward to the passenger rear floorboard no more than 12" behind driver seat.
- 3. Halo bar – Halo bar or roll-over protection is MANDATORY. They may be routed inside or over the roof of the vehicle and can be welded to the 4-Point Cage or Door Brace. Drivers can choose to place the Halo Bar in the forward-most portion of the bed and weld it directly to the frame (one point on each side) with no added metal. If placed in the bed, slanted support bars may be added extending downward to the bed floor or forward side of the wheelhousing (not attached to frame) similar to a factory roll-bar. At no time will they be placed further back than the forward-most side of the wheelhousing.
- 4. Outside Door Brace – An Outside Door Brace may be used instead, but they are NOT RECOMMENDED. It can NOT extend more than 12" past the front and rear door seams. The use of "Grader Blade" material as an Outside Door Brace is allowed, but it is NOT RECOMMENDED!
- 5. A gas tank protector is not required but HIGHLY RECOMMENDED. If adding a gas tank protector to your vehicle's cage/brace, it may not be attached to nor touching any portion of the body metal.

