

Stock Truck Class-

2018 RULES AND REGULATIONS
R&R Total Destruction Promotions, LLC
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General Rules

***If car does not pass inspection or driver is unwilling to change car to pass inspection - absolutely no refunds!!

1. All rules will be followed, or you will not run!!
2. 1/2 - 3/4 ton American made pickup, ext, crew cabs, suburbans are allowed, NO 1 tons or frame swaps. Frames must remain stock and not shortened or altered in any way. No welding other than specified!!!! NO adding extra braces in frame or engine cradles. If officials suspect a 1 ton frame it will be drivers responsibility to have written proof by frame code, vin number it is ¾ or less or will not run.
3. Drivers must be 18 years of age and have a valid driver's license. Ages 14 –17 must have a notarized permission slip and some form of driver's license. The person that signs in as the driver/passenger- must be the driver/passenger for that event!
4. Driver must wear seat belt and helmet, along with eye protection.
5. ALL drivers and crewmembers must attend the drivers meeting.
6. DO NOT hit the driver's door! Sometimes this happens, but if it looks intentional or carelessness, you will be disqualified. Don't use your door as a shield; it may cause you to get disqualified. No hot rodding in the pits, keep it at an idle.
7. Any open driver's door or fire will cause disqualification. If in heat, you may fix it and come back in the consolation.
8. NO sandbagging or holding!!! You will be disqualified! You are given 20 seconds for aggressive hits, 1 minute for restarts and 1 minute if you are hung up.
9. No alcohol in the pits, if anyone is caught with alcohol, they will be disqualified, this includes their pit crew.
10. Cars are subject to re-inspection before any prize money is handed out. There is a \$150 pro-test fee and you must be a driver in order to protest. Only drivers in the feature event may pro-test another car. Driver must have cash in hand directly after feature event in order to pro-test. Any controversies will be taken up at the drivers meeting.
11. Any questions give us a call! If it doesn't say you can do it, don't do it. Call 1st!! Judges decisions are FINAL!!!

Car Preparation

1. All cars must be stock, unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
3. All decking in station wagons MUST be removed!!!
4. **Tires, No split rims or studded tires. Foam filled or Doubled tires OK!!! Valve stem protectors OK. No beadlocks. Full weld centers allowed.**
5. Driver must have a fire coat or non-flammable jacket to wear while driving in event.
6. Driver must have safety approved glasses or face shield. Driver needs to have FULL faced helmets.
7. You must use a radiator and it must be in stock location. All trucks must have working brakes.
9. A-arms, ball joints remain stock.
10. All trailer hitches and braces must be removed.
11. Original gas tanks must be removed. You must use a boat tank or well made fuel cell and it must be properly secured and covered. No gas cans. Plastic gas tanks must be placed in a metal box!! Fuel line must be secured and fastened properly. Keep away from exhaust. Place fuel cell behind driver's seat or in the center of the car where the back seat, use to be.
12. Transmission coolers will be allowed, but must be safe and properly secured.
13. Batteries must be moved to passenger floorboard close to transmission. It must be properly secured and covered.
14. You must have a number in bright colors on each front door and must have 15"x 15" roof sign with car number on it for judging and recognition of car.

15. No Ready barrels! Radiators must be factory located.

Truck building:

1. Doors may be welded solid, weld outside only (1/4 In. strap no wider than 3 inches). Driver's door may reinforced for safety (highly recommended) and can have a driver's window net.
2. Tail-gate may be chained in two locations per side OR welded using 2x2 angle iron inside, or flat strap outside 24 inches total on the sides plus an additional 12 inches of weld or 4 chains on bottom of tail-gate to box (not bumper).
3. Tail-gate may be lowered and welded to end of frame rails to use as a bumper as long as no other form of bumper is not used. If bumper is used may lower tailgate and weld to top of frame only (not bumper) and chained in two lower locations, suburban back doors use tailgate rules to secure.

Bumpers:

4. Bumpers are interchangeable. You may trim bumper ends or fold them around. Bracket can be no bigger than a 4 X 4 square tubing or 4 inch wide flat strap, no longer than 6 inches long!. **Bumpers and brackets may be welded solid. Bumpers may be stuffed inside of Original bumper only. Bracket can be welded solid but can only be welded to 1 side of the frame, don't wrap bracket. NO Brackets may be stuffed inside of the frame rail.** . Nothing used to box off the frame.

You may have 2 spots wire from front bumper to radiator support- 2 spots from rear bumper to tailgate

5. If u choose not to install a factory car bumper u can use a (FLAT only) 6 ft. long max, 5 inch diameter or less, 3/8 thick square or round tube behind factory truck bumper welded to frame, no sharp edges, cannot protrude past fenders (must be covered by a skin on front side).
6. Bumper height max 27 inches to the top of bumper- min. 22 in the rear. No open frame rails.

HOOD/TRUNKS:

7. Hood may be chained 3/8 chain, wired, or bolted in 6 separate locations, two chains or wires may go from core support to bumper, U will be allowed two ¾ rods welded to frame used for hood pin, rods may be welded to core support 5 inches per rod (5 inch long filler material can be used to reach core support if not resting tight against), u will also be allowed a 5x5 inch washer welded to top of core support for hood pins to go through to hold in position, other 4 locations ¾ hood pins, wires, or chain must go from sheet metal to sheet metal only, - hood washers no larger than 5x5 inches ¼ thick, hood pins must be straight up and down 1 ft. max length.
8. U may use 4 3/8 bolts each hole to bolt hood skin together hood openings around stacks.

BODY MOUNTS:

10. Box may have 8 locations of chains, bolts or u-bolts to secure box to frame, cab 6, and core support 2, (3/4 max size bolts with plate size no larger than 1/4 inch thick x 8 inches square) bolts may be bolted through top of frame like factory or may weld to outside of frame, do not pin frame, may replace original body mounts.

11. Box may be bolted to cab in 4 locations AND may weld 12 inches of strap per side (24 total) to weld cab and box together. U will be allowed one location to wire box side to box side location of choice- cannot go to or around frame (4 strands of wire max, no chains) No folding box-sides over, may bolt fenders with 6 -3/8 bolts to bolt fenders together 2 inch washers max. thread must point inward. Outside fender creasing is allowed.

Cage:

12. Must run a bar behind seat and across dash may use 6x6 plates on ends, may connect dash-bar to seat bar with two down bars to floor on driver's door for protection, these bars may kick back inward and attach to side of frame after going through the floor.

13. Roll over bar (strongly recommended) mounted in front of box, (must stay vertical not angled, or attached to cab for reinforcement) can bolt or weld to box floor or to box washer plates (not frame), no wider than frame on uprights, no wider than cab on top, may have kickers two feet back from uprights to support, and one crossbar across bottom of kickers to protect gas tank, roll over bar cannot attach to interior cage components unless rollover bar is inside cab.

14. 4 dr. trucks and suburban. Cage must stay within 6 inches from back of door posts.

15. U may also add one down bar on pass door to floor to protect battery. May also attach a rollover bar from seat bar up to or over roof and down to dash bar but these bars cannot connect or come in contact with rollover bar in box to stop truck from bellying. 5 inch diameter max. Cage material, only attached to cab floor, or body mount plate not directly to frame.

SUSPENSION:

16. Front axle non leaf-spring trucks will have 3 options to get ride heights.

1 .May install 3/4 bolt in center of a-arm welded to spring pocket to gain height

2. May add 1 piece of square tubing 1 1/2 X 1 1/2, placed from bottom A-arm to bottom of frame. This Tubing may be weld at one end of tubing but not both.

3. Front shocks may also be replaced with a piece of steel stock (bolted) in factory location to maintain ride height

17. Stock leaf packs, no adding leafs, u may have 6 leaf clamps per leaf pack total, no leaf conversions. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. May add two chains per axle to frame 3/8 chain. 1/2 ton may swap to 3/4 ton rear ends, may be welded posi-traction, no bracing on rear ends.

18. Must use factory rear ends with factory parts- axles-brakes-etc. You can use a spool inside the rearend to make posi-track. You can swap out rear ends from a different trucks, but must be a factory rear end only. You may change rears from one truck to another. Gm to ford, Ford to Gm, Mopar to Gm, etc. Stock rear ends only No homemade!

19. Rear-end housings may not be re-enforced!

ENGINE MOUNTING:

20. **On Frame that don't have a factory engine cross member to mount engine too. You can do the following:**

You can make a side mount off frame rails. The mounts can only be 8 inch X 8 inch tubing welded to frame rail.

You can then build off of that tubing to mount your engine mounts. NO gussets off tubing to frame rails!!

21. Engine mounts may be welded to engine cradle. Engine must be mounted in stock location. You may use a front lower engine cradle mount to mount your engine. . Trans may be chained or wired to cross-member. Block saver lower engine cradles allowed without pulley protector. Dist. protectors, trans. Protector, ultra-bells, steel tailshafts will not be allowed.

22. Use motor and tranny of choice, motor must be in stock location. You may chain or weld motor and tranny to keep in place (don't strengthen the frame).

23. You may have a 2-3/8" chains from the motor head to frame and must go around frame next to A-arm on front side of motor.

24. **Sliding Driveshaft will be allowed.**

STEERING:

25. **Tie-rods, A-arms, ball joints and all other steering/suspension must remain stock.** Steering column may be changed to aftermarket shafts. Steering knuckles, homemade steering shafts, etc are **ALLOWED.**

FENDERS:

26. You may cut wheel wells for tire clearance. Fenders may also be bolted together with 12-3/8" bolts or less. The rear quarter panel is considered part of the rear fender.

MISC:

27. For safety, You must have 2 bars, wires or chains in windshield from roof to dash for safety reasons.

28. You can run shifter through floor and you can have a switch panel. You may also have a hand throttle. If you are running an electric fuel pump – must be hooked up to your ignition switch – so when your car shuts off – it shuts off.

RUST REPAIR & FRAME REPAIR:

29. You may repair rusted out sheet metal with sheet metal only. Leave the rust in place and repair over it. Rusted out frames may be repaired with 3/16 inch or less. You are allowed to weld the patch 2 inches past the rusted out area, leave the rust in place.

30. If frame is bent, you may plate 1 inch past bend both directions 1/4 in thick one side of frame only. No boxing of frames. Must have 1 inch gap between plates.