

STOCK UNIFORM RULES BIG TRUCK

General Rules

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 altered in any way. No welding other than specified!!!! NO adding extra braces or cross members in frame or on engine cradles. If running a pre -1973 truck the frame may not be taller than 6". If officials suspect it is a 1 -ton frame, it will be driver's responsibility to have written proof by frame code, vin number it is ¾ or less or will not run. No Sedagons. Call ahead of time with any questions!
3. All drivers must sign the driver's paperwork or they will not drive in the event. 4. Driver must wear a seat belt, helmet, FIRE SUIT/JACKET Recommended.
5. All Drivers and Crew Members must attend the drivers meeting.
6. No hot rodding in the pits, keep it at an idle. This will be the quickest way to be DISQUALIFIED.
7. You are given 1 minute to make an aggressive hit. After 1 minute that particular car will be disqualified. You are only given 1 minute in total, not 1 minute to get started and 1 minute to hit.
8. No alcohol - period. If you are wearing a driver's band and drinking any form of Alcohol -YOU WILL BE DISQUALIFIED.
9. Trucks will be re-inspected before any prize money is paid out. The Trucks will be re-inspected by the staff only. Everyone else will stay back until cars are deemed to be legal.
10. There is a \$250.00 protest fee, and you must be a driver in the main event to protest another Pickup. Driver must have cash in hand directly after the feature to protest. You must protest a specific infraction not entire Pickup. If the Truck is found to be illegal it will be disqualified. If Truck is deemed legal the protest fee will be added to Hard Hitter Payout. If truck is deemed illegal entire team is disqualified.
11. Any complaints that a driver has about another Truck prior to the start of the first heat will need to be addressed in the drivers meeting in specifics. If nothing is said, we don't want to hear about it after the show.
12. Judges decisions are FINAL!!! IF THE RULES DO NOT SAY YOU CAN DO IT THEN YOU CAN'T!!!!!!!!!!!!

Pickup Preparation

1. 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.
2. All Trucks must be stock, unless modification is stated in the rules.
3. All glass, plastic, chrome, and interior must be removed from car before arriving to the derby.
4. All trailer hitches and braces must be removed.
5. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
6. You must have a number in Bright colors on each front door and must have a 15"x 15" 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 Pickup.
7. All Trucks must have working brakes when you cross the ramp. If the Truck is not able to exhibit the ability to stop it will not be inspected.
8. 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!!

9. Pre-Ran/Plated Trucks allowed. You may plate one side of frame where its bent 6x4 1/4in with a 1/2in hole cut in center you are allowed 6 plates per rail must be a 1in gap between plates including weld.

10. 16" max diameter tires; no split rims. valve stem protectors, doubled tires, tire flaps may be used. You may reinforce outer lip of rim. Full weld in centers ok. No full bead-lock style rims. Frame Frame welding is not allowed unless noted. If running a truck that did not have factory engine cradle you may weld one in. (No k-members or imp sub-frame style cradles) This may be done in one of the following ways: 1. You may weld in a pickup cradle from a pickup legal to run in your class. 2. You may weld in a factory car engine cross member (no imp k members) 3. You may build a cross member using up to 8" material. If choosing this route, you may cap 10" of the frame with 3/4" flat steel and weld the tubing to it. Your fabricated cross member must be centered in the 10" plate. Absolutely no boxing/capping/pinning of the frame unless noted in the rules! In trucks with box style frames: You may weld the frame seam top and bottom from the front most cab mount forward. Weld Frame seams only, do not re-weld brackets and mounts.

Bumpers-- You may reinforce bumpers on the inside of the bumper. 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. Weld them solid, we do not want them coming off. Bumper height not to exceed 28" to the bottom of the bumper to the ground and must be a minimum of 20" from the ground to the bottom of the bumper or frame. Bumpers must be in stock location. If you choose to manufacture a homemade bumper it must conform to the following size limits. It can be no larger than 8"x8". The point must taper over an area of at least 32" wide and cannot exceed 12" wide/deep at the tip of the point. The point may only extend out 4" from the flat part of the bumper. Manufactured Bumpers must have at least a chrome skin covering them.

Bumper Brackets – 2 choices nothing more then 16in

1st way - Any automotive car bumper brackets or pickup brackets from a pickup that is legal to run in your class. No more than one set of brackets may be used. No manufactured brackets/replica brackets may be used. No loaded bumper shocks 16in max.

2nd way - INSTEAD of using bumper brackets you are allowed to Box frame in from bumper back 16in. You are allowed to use 3/8" flat material to do so. The plate must be mounted flush into the c-channel of the frame. If using this bracket option, you must drill a 1/2" hole in the bracket for inspection of thickness you are allowed 4in of material to frame near bumper this is to hold bumper on I don't want them to fall off nor would you.

Frame repairs are allowed for rust type repairs. Any frame repair Must be approved by head Tech. CALL FIRST!

Engine-- You may use motor and transmission of choice. Full cradles with Distributor Protectors allowed. Mid plates allowed. Distributor protector, mid plates, or cradles can NOT come in contact with frame, dash bar, dash cowl, or firewall at any time. Must start at least 6" from any cage components and dash bar. If using a full protector style engine cradle, you may only weld engine into engine cradle only. If using just a lower cradle you are allowed 4 – 3" x 3/8" flat strap from head mount bolt to top of frame. Strap must go directly to top of frame and cannot angle forward or back ward.

Transmission braces/protectors allowed. You are allowed to use either the factory cross member or

weld in a 2" x 3" x ¼" tubing. You may box/cap frame in with a 6" wide, ¼" plate, the height of the frame to assist in mounting cross member. Transmission can only be chained to cross member only. No welding solid. Slider Driveshaft's ok*

Suspension Front axle non leaf-spring trucks may weld a-arm down solid where a bead can be achieved without manipulation. You are also allowed 2 - 2" x 5" by ¼" flat to hold upper a-arm down. You will also be allowed 2 (1 per side of truck) 1 ½" x 1 ½" square or round tube running vertically from lower a-arm to bottom of frame. NO Leaf Conversions on these trucks. You must use factory spindles and hubs from a truck that is legal to run this class. Ball joints can be changed to automotive type replacements. Front axle leaf spring trucks must use factory leaf packs. You are allowed to use 2 (1 per side of truck) 1 ½" x 1 ½" square or round tube to set ride height and make solid suspension. Stock leaf packs, no adding leafs. You may have 6 leaf clamps per leaf pack total. Leaf clamps may be made out of 3/8" thick flat metal, 2 inches wide max, with 1/2" bolts. Factory leaf spring perches may be welded or bolted to frame to help from tearing off but must stay stock. May add two chains per axle to frame. (3/8" chain) May weld 4 links to frame per chain. Rear axle Leaf Springs and Shackles must be left stock from a pickup legal to run in your class. You may re-bolt or weld your perches to your frame to keep from ripping off. You are allowed 6 leaf clamps per leaf pack. Leaf clamps may be made out of 3/8" thick flat metal, 2 inches wide max, with 1/2" bolts. Factory leaf spring perches may be welded or bolted to frame to help from tearing off but must stay stock. May add two chains per axle to frame. (3/8" chain) May weld 4 links to frame per chain. Rear axle may be welded solid using use 2 (1 per side of truck) 1 ½" x 1 ½" square or round tube to set ride height and make solid suspension. 1/2 ton may swap to 3/4 ton rear ends and may be welded posi-traction. Must use factory type rear ends. Braced rear ends allowed. You can swap out rear ends from a different truck, 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. STEERING Tie-rods, A-arms, ball joints and all other steering/suspension must remain stock for a truck legal to run your class. Steering column may be changed to aftermarket shafts. Steering knuckles, homemade steering shafts, etc. are ALLOWED. You may reinforce factory steering components.

Body-- Body mounts may be removed, but, the body cannot be welded to the frame! You may use up to 1" bolts (up to 8" long) and 4" washers on the bottom bracket that is attached to the frame or may weld it directly to the frame. Mounts must be welded vertically, no angling forward or backward on frame. No pinning the frame in any way. You may use up to 5x5 plates inside the box and cab. You may add 4 additional mounts in cab and 4 additional mounts in box. You must weld vertical door seams solid. You are allowed to use flat iron up to 4" wide, 1/8" thick, from the top of the box to the bottom of the box to connect cab and box. You must also connect your fenders to doors using same material. It is highly recommended that you sheet/ plate your driver's door with up to ¼" flat steel. This plate may extend no more than 6" forward or back of the vertical seams. (No grader blades or c channel allowed) Tailgates must have minimum 4 attachment points (bolts, chain, plates) or be welded solid, nothing else. You may use up to 4" x 1/8" flat steel material. You may attach 2- 3" wide by 1/4" thick strap from tailgate to bumper, no longer than 12" in total length. Hoods may be secured in 8 spots; chains or bolts. If using bolts, they must be no larger than 1" and no longer than 8". The Front radiator mount bolts may run from the hood down through core support to frame and can be bolted and welded to the frame. You may attach 2 - 3" wide by ¼" thick strap from core support to bumper, welding straps a maximum of 6" on each surface. *** No Welding of sheet metal seams unless noted. No welding any interior seams. No

welding inner fender to frame. No kickers from core support to frame or fenders. *** You are allowed to trim wheel wells and fenders for clearance. You may use up to 12 - 3/8" bolts per fender to connect inner and outer fender or help to tie fender into core support. You are allowed 8 - 3/8" bolts per cutout in hood or up to a maximum of 16 bolts in hood. Barrels or Radi-Barrels may be used if they are secured properly and leak free. If at any time we feel the driver is at risk of being burnt by hot water, we will shut you down. If radiator is used, it must be in the stock location. Radi-barrels must be stock mounted and cannot be welded in. You may use up to 10 - 3/8" bolts to mount. You are allowed to install a radiator protector out of no more than 1/4" material. This protector must fit the radiator opening in your core support, no larger. You can mount this in 1 of 2 ways. Either, 10 - 3/8" Bolts or 10 1" welds. Do not push this or you will cut it completely out! Body rust repair is allowed. Use tin material (14 gauge) only for rust repair. Leave rust and patch over it. You may go 2" beyond rust for repairs. Cage 6" diameter max cage material. Must run a bar behind seat and across dash may use 6x6 plates on ends, may connect dash-bar to seat bar. May have 2 down bars to floor on both sides for driver and battery protection. These bars may kick back inward and attach to side of frame after going through the floor. Down-bars may not angle forward or backward and MUST stay in between front and rear door seams. Roll over bar (strongly recommended) mounted in front of box. Can bolt or weld to box floor or bolt to frame in up to 4 spots following the body mount plate rules. (These attachment points will count as your added body mounts unless positioned over factory body mount locations. Rollover bar may be no wider than frame on uprights, no wider than cab on top, may have kickers 36" back from uprights to support, and one crossbar across bottom of kickers to protect gas tank. roll over bar can be bolted to interior cage in 2 spots with up to 1" bolts. 4 door trucks and suburban's - Cage must stay within 6 inches from back of door posts. May also attach a rollover bar from back seat bar up to or over roof and down to dash bar. These bars cannot connect or come in contact with rollover bar in box to stop truck from bellying or come in contact with firewall/dp at any time. Bars Must mount on top of seat bar and dash bar only. A fuel cell must be used and located in the center of the box against the cab, if running an extended cab, it can be mounted inside the truck. Must be tightly secured. No tarp straps or ratchet tie downs. Fuel lines that pass through front of box and into cab should run through tubing for protection. The Gas Tank must be a well-built "Metal" fuel cell. Battery must be inside the cab and must be properly secured and covered. Transmission cooler may be mounted in front of box with fuel cell or in cab securely and safely mounted. ANY QUESTIONS OR CONFUSION WITHIN THESE RULES PLEASE CALL FIRST!