

PICKUP RULES

These are not suggestions, nor is this a menu. This is what you are allowed to do when preparing your car. We will not have a drivers vote to let you compete.

GENERAL RULES:

All cars must have a roof sign, Minimum 15" x 15", Max 24" x 24", contrasting colors. It may not be positioned in such a way as to strengthen the car. Official's decision is final.

NO painting, undercoating, oiling or greasing of frames. You will not be inspected, you will be loaded.

Driver must wear helmet, seat belt and eye protection at all times

Fuel limit is **10 gallons**. Your tank cannot hold more than that amount.

All drivers must attend the drivers meeting

All drivers must pick up trophies and money at the completion of the event, or it will be forfeited. Money will not be mailed.

Hot Roding in the pits will **NOT** be tolerated, you will be disqualified. Keep it at an idle.

Any questions CALL FIRST, Don't assume anything. Official Decision is final.

COMPETITION RULES:

Driver must remain in car with helmet, seatbelt and eye protection on until notified by an official that it is safe to exit the vehicle.

Driver door hits are illegal. If the hit is deemed by the official to be careless or intentional, you will be disqualified. If you use your driver's door as a defense, we will not enforce the rule.

Any fire in your car or if a door comes open at any time, you will be disqualified. You may return in the consolation heat.

Sandbagging is **NOT** tolerated and will be strictly enforced. The fans pay to see a show, let's put one on for them!

You must make an **AGGRESSIVE HIT** every 60 seconds. You will not be given any warnings; you will just be timed out.

You will be given ample time for restarts. We will not use a clock exclusively. We try to work with you if you are hung up. Hitters get more time than sandbaggers.

Any question or controversies will be discussed at the drivers meeting.

CAR BUILDING GUIDELINES

Pickups:

GENERAL PREPARATION

All glass, plastic and pot metal must be removed.

Nothing may remain in the bead or bottoms of the doors.

All outer hardware must be removed – door handles, mirrors, chrome, moldings, screws, fiberglass ect.

NO added weight.

Front seats must be securely bolted to the floor; bolts may not go thru the frame.

You must have a functioning seat belt.

All flammable materials must be removed from the car other than safety padding and drivers seat.

CAGES:

You may have **2 side** or Horizontal bars, channel or tubing up to 6”

2 cross bars allowed dash and seat, NOT to exceed 5”. Seat bar must be No further than 6” behind the seat. Bars must be min. 10” from the floor and no higher than the bottom of side windows.

You may add 4 **VERTICAL** down bars, 2 on each side of the car welded from the cage components the floor sheet metal but they may **NOT** attach to or conceal a body mount.

NO kickers, angled or otherwise. **NO** cage components may be welded to the frame.

All cage components must be in the interior of the car, not inside the door structure with the exception of the driver’s side. Driver’s side door bar may be inside the door to allow more room for driver safety.

HOODS:

NO hood handles

Hoods may be bolted, wired or chained shut only.

You may use 6 hood fasteners (hinges count as 2) to hold the hood 1" max.

The 2 front bolts may go thru the frame, Not welded to the frame. The other 4 must be sheet metal to sheet metal .

If you use chain or wire you may weld up to 5" washers to the hood. If bolting the 5" washers must be free floating.

Maximum of 3 hood cut outs allowed. Cutouts may be for header clearance, air cleaner or radiator fill opening.

You may install up to 16-3/8" bolts or self tapping screws for hood cutouts. Maximum 1" diameter washer size.

NO welding of hood cut outs allowed!

DOORS:

Doors may be welded 6" on 6" off max 3" X 1/4" strap max. You may also use rod to fill the gaps in place of strap, you may **NOT** do both.

You may smash the inner and outer door skin together and weld them solid, **NO** added metal.

If you do not weld your doors shut you must chain or #9 wire them closed in at least 2 spots. Doors may not be bolted shut.

Driver's door may have window netting for driver's safety. **NO** other windows may have netting.

You may weld a plate or tube Max. 6" X 1/4" across the driver's door for protection, not to exceed 6" beyond the front door seams. **NO GRADER BLADES**. These plates must be in center of the door and run horizontally.

WINDOWS:

You must have a minimum of 1 bar, chain or wire running from the roof to the cowl in the windshield area for driver safety. This may not be designed as to reinforce the car.

OTHER BODY:

MINIMAL body creasing, enhancing of existing body lines and addition of body lines will be allowed. Folding the body metal over to create a double effect is **NOT** allowed.

NO doubling of body panels or added metal allowed.

Tailgate must be in the Stock location, may be welded 6" on 6" off max 3" X 1/4" strap max. You may also use rod to fill the gaps in place of strap, you may **NOT** do both.

Seam welding of the Front Clip area allowed. From firewall forward Body to Body, **NOT** to frame. Plastic fender wells must be removed.

Floor sheet metal may be patched where components will be mounted or for drivers safety, Sheet metal **ONLY**. **NO** other sheet metal patching is allowed unless it is a safety issue. If not sure call first.

Holes may be cut in the floor & firewall to accommodate the shifter, fuel lines and transmission line.

You may have up to 10 3/8" bolts in each wheel opening. They may not be higher than 5" above the stock lip location of the wheel opening.

BODY BOLTS:

Any body bolt may be replaced with up to 3/4" bolts. Maximum 8" long.

Core support bolts may be 1" diameter. Core support bolts may go thru the hood and count as 2 of your 6 hood supports.

Washers must be free floating inside the car and **INSIDE** the frame on the bottom side.

Do **NOT** weld the body washers to the floor. Maximum washer size is 5" diameter X 3/16" thick.

Rubber body mounts may be removed but must be replaced with 3/4" thick X 3" max spacer. Body may **NOT** be welded to the frame. Must maintain 3/4" space between body and frame.

You **MUST** add two 3/4 inch bolts running through the back of the cab into the front of the bed. One located above each frame rail and in the centerline of the bed up and down. May use max 5" x 3/16" washers.

ENGINES:

Any motor may be used in any pickup but it must be mounted within 3" of original location.

You may chain the motor but you must use existing bolt hole.

You may weld in additional supports to the engine cradle area but they may not be attached to the frame rails at any point. This may only be for the purpose of holding the engine in place.

NO engine oil coolers allowed.

You must have an air cleaner over the carburetor at all times.

NO starting fluids allowed.

TRANSMISSION:

Transmission must be of passenger car or pickup origin. Transmission coolers may be used but they must be secured in such a way to prevent injury.

Metal or braided lines must be used, crimp on fittings recommended. **NO** low pressure or fuel line allowed.

Coolers must be secured in a container in the passenger compartment of the car.

REAR ENDS:

Rear end must be of passenger car or pickup origin.

You may use any type of rear end (Ford, Mopar, and GM)

Rear end braces are allowed.

Brake backing plates must be OEM, **NO** reinforcement.

RADIATORS, RADIATOR SUPPORTS:

Radiator must be in the stock position in the front of the motor.

Radiator support must remain in the stock location.

You may weld a brace across the top of radiator support no wider than frame rails, and 2 braces welded down to the frame. All bracing must be in front of A-arm, 2 inch max X ¼ inch thick.

OEM style radiators only, **NO** home made tube construction radiators.

NO added cooling capacity or supplemental cooling devices allowed.

FUEL, FUEL DELIVERY SYSTEMS:

NO plastic gas tanks allowed. Metal tanks or fuel cells only.

Only **10 gallon** capacity tanks allowed

Original gas tank must be removed from the car.

You must mount the gas tank securely and it must be covered.

Fuel lines must run inside the car **NOT** under the car along the frame.

Fuel lines must be secured to the floor and kept from pinch points.

Automotive pump gas only, **NO ALCOHOL.**

Electric fuel pumps are allowed. They must be covered and have an on/off switch near the steering wheel and be clearly marked in large letters.

All lines must be double clamped.

TIRES & BRAKES:

NO split rims, studded tires, paddle tires (on drive wheels) or 100% steel wheels.

Valve stem protectors allowed. Wheel weights must be removed.

Double or foam filled tires allowed.

All cars must be able to demonstrate the ability to stop at any time. If your brakes do not work, you will not compete.

BATTERIES:

A maximum of Two 12 volt batteries may be used.

They must be secured inside the car in the front passenger seat and covered.

FRAMES:

½ and ¾ ton 2 wheel drive allowed.

Bumper strap to frame welding is covered in the bumper section.

NO frame welding is allowed. No plating, stuffing, heat treating or foam filling of frames is allowed. **DO NOT** paint or undercoat your frame you will not even be inspected.

You may weld your motor mounts to the motor cradle. Aftermarket motor mounts allowed.

Rear frame rails may not be shortened.

You may use a 5" long piece of angle welded to the frame to set the cross member on if you like.

BUMPERS, BUMPER BRACKETS:

Bumpers are interchangeable. Any automotive bumper or bracket may be used on any pickup.

You may weld the bumper seams, the shocks and weld the brackets to the frame. You may **NOT** weld further than 4" behind the radiator support when mounting your front bumper brackets on any pickup.

You may weld a 4" X 12" X ¼" strap from the bumper to the frame to help keep the bumper on the car. This must remain in one piece, and may be welded on the top; bottom or side of the frame but it cannot be angled to the corner of the bumper to form a kicker. 12" is the maximum length.

If you choose not to use brackets you may weld the bumper directly to the frame.

You may weld the outer chrome skin to the bumper inner frame.

You may **NOT** weld the bumper to the body at any time.

Bumpers may be cut to keep them out of the tires.

Bumpers may be flipped upside down.

Compression bumper shocks may be drained, slid back and welded solid.

All bumper brackets and shock components must be **OEM** automotive materials.

You may run 4 loops of #9 wire from the radiator support to the bumper in 2 locations.

Front bumpers may be reinforced. Reinforcement must be contained within the original bumper and skin. Reinforcement may be no wider than the frame rails.

No bumper may have more than 12 inches from the back side mounting area to the front side point.

Old Iron car bumpers may **NOT** be reinforced:

SUSPENSION SPRINGS:

Leaf springs must be in factory position.

You may change coil springs.

You may **NOT** remove the shocks and put pipe or all thread in their place.

Air shock lines must be cut.

NO means other than tires and coil spring spacers may be used to raise the cars suspension.

Both ends of the pickup must have a working suspension and bounce.

NO solid suspensions allowed.

You may reinforce your tie rods, but you must start with an **OEM** tie rod. Inspector must be able to see the rod ends and the adjusting threads.

NO pipe and heim end tie rods.

Steering wheel to steering gearbox may be modified.

After market steering columns allowed.

LEAF SPRINGS:

Stock sized leaf springs only, 9 leaves maximum.

5 clamps allowed per spring, 2 front of axel, 3 behind the axel.

Clamp material ¼” thick, 2” wide, two 5/16” bolts per clamp.

Stock diameter U-bolts and stock mounting plates must be used.

NO home made mounting plates or oversized U-bolts will be allowed.

NO welding on the spring pack.

NO duct taping of springs prior to inspection.

INSPECTION PROCEDURES:

You will be given (1) opportunity to correct items on your truck.

Each truck gets a maximum of 2 times thru inspection.

Cars will be impounded after inspection and staged in a secure location.

You must be completely ready to bolt hood down after inspection and put your car in staging.

NO further work will be allowed and cars will **NOT** be allowed to go back to their trailers.

Do **NOT** come to the inspection if you are not done preparing your car.