

Preparation of the Truck/Van class ¾ Ton and Larger and ½ Ton and Smaller

1. FLAMMABLE MATERIALS

Seats & trim - All must be removed from the vehicle except driver's seat

2. GLASS/AIRBAGS

All windows, mirrors, airbags & trim must be removed prior to inspection

3. TRAILER HITCH

Must be removed and all sharp edges must be hammered down prior to inspection

4. DOORS & NUMBERS

Driver's door must be **PAINTED WHITE**

5. FIRE EXTINGUISHER

Must be within reach of the driver and must be in working order.

6. BATTERY

One 12 volt car battery only. Must be moved to passenger side floor and securely fastened in a box/ container clear of all fuel sources. Following inspection it must be covered with a non-flammable shield.

7. GAS TANK

Stock tanks must be removed. Must use a steel marine tank, custom steel tank or certified racing fuel cell. No plastic tanks. All tanks must be securely fastened down (bolted) in the front and middle of the box. Tank must be covered with a nonflammable material after inspection .

GAS TANK PROTECTORS - may extend off seat bar around the rear of tank max 3" X 3" tubing ¼ wall thickness. Maximum width of protector is 24" outside diameter.

8. FUEL LINES

All fuel lines must have a leak proof fitting with steel or rubber lines. (no clear lines) No exceptions. Lines must run inside car.

9. ELECTRIC FUEL PUMP

Must have a safety shut off switch (punch button) marked in red located on roof in center of windshield for officials use.

10. FUEL SYSTEM

Electric fuel pump must be isolated with nonflammable material covering lines, tanks and pump. Nonflammable covering may be fire resistant blanket or airbag material.

11. HOOD

Hoods are not mandatory (But without a hood you must use electric fan only. Fans directly connected to the motor must be removed)

With a hood - a 12" opening must be cut in the hood directly over the carburetor. (not over fan).

Hoods must remain open for official's inspection.

Hood must be fastened down in a maximum of 6 places with seatbelt strapping , wire, ¼ inch chain or can be bolted to the fender maximum ¾ inch threaded rod.

Hood latch is to be removed prior to inspection.

Hoods maybe be welded 1" every 12"

12. TRUNKS

Tailgates to be fastened down in same way as hood or may be welded using a maximum of 10- 3" square plates.

13. BODY PANELS

Metal may be cut from around wheels for clearance. Front & rear quarter panels may be bolted with up to 5 bolts per panel - maximum 3/8" bolt. Cab may be welded to the box.

14. DOOR FASTENING

Driver's door may be welded solid. All other doors must be fastened shut with wire, straps, ¼ " chain or spot welded 1" every 12" or 6 -3" square plates welded on per door.

15. BRACING

Outside of truck may have a 12" X 72" X ¼" thick max steel plate applied to driver's & passengers doors, bolted in 4 locations (with a maximum ½ " bolt) & spot welded 1" every 12" Bevel should not exceed 20 degrees and bevel can only 2" or less from edge of plate . Ends must remain open. NO "C" CHANNEL OR ANGLE IRON. You may weld an X-frame in the box, corner to corner, max 3" tubing.

16. ROLL BAR

Single roll bar up each door frame, inside or across outside of the roof. Roll bars going across the roof must be bolted to the roof in 2 places for safety.

The roll bar may be welded or bolted to the frame or rockers. An additional bar may be added behind the seat welded or bolted from roll bar to roll bar. MAX 4" round or square tubing. No excessive use of materials.

17. WINDSHIELD SPACE

Must have at minimum a single steel or chain from the cowl to the roof bolted or welded. The "A" or "H" protectors are allowed but must look like an "A" or "H".

The cross brace must be in the middle and in no way, come in contact with the distributor protector. The horizontal bar must be a minimum 8" from cowl if using the "A" it may be welded or bolted in 3 spots. If using "H" it may be welded or bolted in 4 spots & cannot come in contact with distributor protector or dash bar.

18. DASH BAR

Minimum 3" to Maximum 4" square tubing mounted door frame to door frame but not to firewall.

Dash bars not mandatory. Driver safety.

19. INTERIOR MODIFICATIONS

No welding of any inside body support seems or firewall seems. All holes in firewall must be covered with a non-flammable material. Large holes in car floors must be repaired with the same gauge metal and securely fastened. No reinforcement.

We recommend that you cover the back window behind the drivers head to help support the head.

Safety Floor plates on drivers side can be installed bolted 1 spot through the frame and 5 spots through floor boards (MAX ¼ " plate)

20. BUMPERS

Any bumper on any model truck. OEM and OEM replacement bumpers WILL be allowed. Bumpers can be seam welded. CUSTOM bumpers will be allowed. Officials may request a hole be made in bumper for inspection. Bumpers may be mashed in so not to catch on other cars. Bumpers may be wired or welded on.

21. FRONT GRILL

No screens allowed (Stock A C condensers permitted in original position)

22. RADIATOR

Must be flushed of anti-freeze and replaced with water only. Overflows must point straight down.

Floating rad cradles with a maximum 1/8" gauge steel angle or flat bar will be allowed. No reinforcement to frame or rad cradle.

23. DISTRIBUTOR

May be protected. Fresh trucks must have 1" away from the firewall and cannot extend more than 2" past block and cannot cover front of engine. Excessive material will be asked to be removed.

24. SUSPENSION

Suspension must remain stock (movement must occur). Broken or sagging parts may be replaced. It's required that the rear coil be wired or welded to the differential. No spring blocks or added helpers.

Rear ends can be exchanged.

Rear differentials may have weld or bolt on protectors. Gears maybe welded. Steering columns, drive shafts and rear sway arms may be altered but not reinforced. Ball joints, tie rods, control arms and steering linkage must remain stock. NO REINFORCING ALLOWED.

25. HEADERS

Must be secure and can be attached to distributor protector.

26. FRAMES

No pinning, "stuffed" frames or custom frames.

Tilted frames will be allowed, you may only weld on 3 sides of the crush box.

6 patches are allowed on fresh trucks, rusty and bent frames may be repaired.

27. DRIVETRAIN PROTECTORS

Protectors only be fastened to motor or transmission (NO FASTENING TO FRAME OR BODY)

28. DIFFERENTIAL PROTECTORS

Are permitted and may be welded on. Housing tubes may be welded.

29. MOTOR MOUNTS

Stock motor mounts may be welded or chained. Homemade mounts are acceptable. Any excessive or added mounts will result in disqualification.

30. TRANSMISSION CROSSMEMBER

Stock mount or homemade is acceptable.

31. BODYMOUNTS

Can be 3/4" threaded rod with max 3" washers. **MUST HAVE** a 1" spacer between body and frame. You may use the original mounts plus 4. We recommend that when you replace the box mounts you use up to 4" angle iron, flat bar or C channel inside the box to prevent it from coming off. It may be 2' long and bolted on with 3/4" ready rod.

33. TIRES

Any tires are welcome. Tires may be doubled but not loaded. No screwing tires to rim or studding. All wheel weights must be removed. Stem protector are allowed.

34. PRE-BENDING

Cars may be bent within reason. Wedging is allowed but must have a rear window bar. Trunks may be tucked. Wagon roofs may be pre-bent so rear end lifts.