

2023 TEXAS DIRT TRUCK

SERIES RULES

A. CHASSIS

1. 1978-1988, 108.1 inch wheel base General Motors intermediate metric frame only. All wheel bases must measure 108 inches, plus or minus ½ inch.
2. Frames must be "X"ed with 1 3/4 X .095 inch tubing or have side frame rails braced with 2 inch X 3 inch X's using .125 inch tubing a minimum of 5 foot long on each side.
3. Rear tail section may be replaced from behind rear end housing as long as rear spring tubs or cups remain in stock location. Tail section tubing must be the same dimension as stock frame rail or 2" X 3" X .125 inch tubing.
4. No frame lightening, no drilling of holes or acid dipping of any parts.
5. Lower front A frame mounts and rear trailing arm mounts must remain in the same location.
6. The only alterations allow to the frame are as follows: a. Removal of the tab on the forward side of the front cross member b. Removal and replacement, rear tail section (see above) c. Trimming or modification of double section of frame on right side to allow use of homemade transmission mount. d. The upper "A" frame mounts may be moved or replaced with steel non-adjustable mounting plates, matching upper A-frame bolt on design. e. Rusted areas must be repaired, but must match the original design.

B. SUSPENSION

1. Upper A-frames may be replaced by non-adjustable, steel tubular A-frames. The shafts must be steel.
2. The steering box may be replaced by another OEM stock box that mounts in the existing mounting holes with no alterations or adapters. No Aluminum steering boxes allowed.
3. Any GM metric spindle or 3-piece metric spindle.
4. One shock allowed per wheel. Shock must be steel bodied. Shocks may be mounted in either direction. No magnetic fluid or adjustable shocks allowed. No binding of any kind, bump stops, packing, etc. All shocks must fully collapse.
5. Racing springs allowed. (Minimum spring diameter of 5" on front springs)
6. Screw type weight jacks allowed.

7. No chassis adjustment devices which would allow the driver to adjust the setup of the chassis from inside the truck are allowed.
8. Any style ball joints, OEM or Heim Joint Outer Tie Rod Allowed.
9. Idler arms and drag links must match the frame.
10. Any front or rear sway bars may be used.
11. No titanium, magnesium, carbon fiber or aluminum components allowed anywhere in the suspension.
12. With the exception of tubular upper A-frames and their mounts; all components must be steel, unaltered OEM, in OEM location, replaceable by OEM parts and must match the frame.
13. No heim joint or offset trailing arm bushings allowed.
14. Rear trailing arm Lengths should measure 11 ¼ for uppers and 19 ½ for lowers. (1/8 +/-)

C. ROLL CAGE

1. All round tubing is to be 1 3/4 inch by .095 inch HREW, CREW, DOM, DOCOL or Chromemoly. NO EXCEPTIONS!
2. All trucks must have a full frame width (4) four-point cage that is extended through the top of the frame to the bottom of the frame and securely welded at both points to prevent frame from collapsing.
3. The main hoop behind the driver must be as wide as the frame and "X"ed and cross-braced and securely welded to the frame on both sides. Placement of the main roll cage hoop is 73 inches back from the center of the original front shock mount hole to the back of the main hoop tubing, plus or minus ½ inch. NO EXCEPTIONS. IF THIS MEASUREMENT IS NOT CORRECT THE CHASSIS IS ILLEGAL.
4. No laid back or offset cages allowed.
5. The roof hoop or halo bar and main hoop must be mounted as close to the roof as possible. The roof hoop or halo bar must be a minimum of (51 inches) wide outside to outside.
6. The front of the cage must have at least (2) two cross supports side to side, one dash level and one at the roof. The roof one is not necessary if the main roof hoop is one continuous piece.
7. Minimum of (4) four horizontal driver's side door bars. Bottom door bar must be a minimum of (3) three inches away from the frame rail. Door bars must have at least (8) eight vertical spacer bars between them, (2) two between each set of horizontal bars and (2) two of the spacer bars must extend to the frame rail. 16 gauge sheet steel must be securely welded to the outside of all left

side door bar openings for intrusion protection. (Except (2) two only may be left open for servicing brake and clutch master cylinders.)

8. One diagonal or a centered front to rear bar in the roof halo is mandatory.
9. Gussets are recommended on all 90 degree corners.
10. Wing or vent window bars on both sides are mandatory and must be a minimum of the window opening height.
11. Six (6) rear braces must support cage. Two (2) of which may be the main kicker bars. All braces must be a minimum length of 28 inches.
12. Main kicker bars must protrude from the back of the roof and go down through the bed cover behind the rear wheels.
13. Six (6) front braces must support cage. Two (2) of which may be the front engine hoop and must extend forward past the front wheels. All braces must be a minimum length of 16 inches. At least one (1) driver's side brace must protect the foot box

D. INTERIOR

1. Steel or aluminum fire walls between engine compartment, fuel cell area, and driver's compartment are mandatory and must be completely sealed. Floor pan must extend to the rear of the cab. The floor pan may not extend lower than the frame.
2. Floor must be a minimum of 16 gauge steel.
3. Interior material must be steel or aluminum and minimum .030"

E. ENGINE:

Any OEM factory production small block cast iron V-8 engine with a maximum of 364 cubic inch displacement.

Stock replacement 2 or 4 valve relief pistons, no lightweight pistons or wrist pins, OEM or OEM replacement 5.7 connecting rods only, aftermarket rod bolts allowed. I Beam Rods allowed.

Stock OEM or OEM standard weight replacement cranks, minimum crankshaft weight 48 lbs.

No bull nosing, lightening holes or knife edging allowed. Maximum stroke of 3.48 inches. Engine Balancing OK.

No splayed main caps. Engine bolts may be aftermarket. Aftermarket harmonic balancer OK.

Maximum engine cranking compression is 170 psi. For testing the engine rotating assembly will be "spun" by the starter, for five "hits" on the cylinder being tested. Aftermarket oil pans OK.

No type of windage trays allowed. OEM type timing chain system only, double roller OK, No gear drives or belt drives. Aluminum pulleys and serpentine belt system OK

Cast iron or aluminum water pump, may be aftermarket. Aftermarket power steering pump with integrated tank OK

Motor must be in OEM location; solid motor mounts allowed but must be in OEM location, NO tolerance.

****602 GM Crate engine and S347 Ford Crate motor is allowed with no modifications. Must be sealed with Crate engine bolt kit.**

May use Holley four-barrel carburetor, all components (float boels and main body) must be Holley manufactured. Metering blocks and base plate may be billet aluminum non-Holley. No aerosol style carburetors allowed. If carburetor spacer is used on crate, must use Speedway Motors part #545-64940 or Moroso part #64940 carburetor spacer.

On crate motor option. GM 602 Crate Motor MUST use an unaltered MSD #8728 or #8727CT rev control and 6,200 rpm chip.

Soft Touch Must be out of reach of driver.

(Unsealed crate motors will require a 1in inspection hole in an accessible spot on the oil pan.)

CYLINDER HEADS:

OEM production unaltered cast iron cylinder heads or E Force SBC Straight Plug Cast Iron Heads can be used. Part #175769. Vortec or double hump OEM heads not allowed. 305 heads allowed on 305's only, 305 heads not allowed on 350's.

Maximum 1.94 intake valves and 1.50 exhaust valves, Exception: 1.630 exhaust valves allowed on Chrysler Engines. Must be all 1.50 or 1.630 valves, No mixing of sizes. Heads may be flat milled for surfacing reasons only, no angle milling. Valve spring OD diameter must not exceed 1.250 inch (+ or - .015 inch). Guide plates, 3/8 X 7/16 screw in studs and poly locks allowed, pinning of OEM studs allowed.

1.5 Stamped Steel Rockers on GM & Chrysler, 1.6 on Ford (No full roller) 1.5 Roller Tip allowed Ford 1.6

No grinding of any kind allowed on heads, no gasket matching, no porting or polishing.

Aftermarket valve cover with breather tubes OK. Oil diverters are allowed under valve covers.

INTAKE MANIFOLD:

Unaltered cast iron or aluminum OEM intake manifolds only. No bowtie, marine, or high-rise intakes. Edelbrock #2101 Performer Intake allowed.

No internal modifications of any intake permitted, No deburring or grinding allowed.

Must have a ¼ inch accessible vacuum port on intake for Tech.

CAMSHAFT AND LIFTERS HYDRAULIC:

Camshaft and hydraulic flat tappet lifters only, no hydraulic OEM roller lifters.

Rhoads, Variable

Duration or “Bleed Down” lifters are not allowed.

Maximum valve lift of .450 inch measured at steel retainer.

Solid lifter will be used at tech for testing purposes. Maximum push rod length of 7.800 inch.

OEM firing order cannot be changed thru cam design. GM firing order 1-8-4-3-6-5-7-2.

Engine must have a minimum of 15 inches of vacuum at 1000 engine RPM. No tolerance. No vacuum canisters allowed, brake booster will be disconnected and capped during time of vacuum inspection.

Measure with digital timing light.

CARBURETOR: (Open Motor)

One unaltered 500 CFM Holley 4412 2-Barrel, is subject to be checked with go-no-go gauge.

Removal of the choke flap is the only modification allowed, choke horn must remain, cannot be removed.

Mandatory: Must have two throttle return spring. An adapter/spacer will be allowed under the carburetor, maximum 1” thickness, with thin gasket.

No 4412 Ultra XP or HP Carburetors will be allowed.

No GM Q/Jets, GM Spread Bores, Ford Motorcraft or Chrysler OEM 4-Barrels allowed.

No fuel injection. Maximum air cleaner of 14 inches diameter x 4 inches height.

No top flow style air cleaners allowed.

No type of forced air or ram air system allowed.

F. TRANSMISSION/DRIVESHAFT

Only OEM production transmission allowed, with the exception of No 5, 6 speed or overdrive transmissions allowed.

All forward gears must be in working order on all transmissions, with a neutral and working reverse.

No aluminum or light weight flywheel.

Automatics Must have a fully operational torque converter with a minimum of 10 inch diameter with no modifications.

No “Dummy” converters. No Direct Drive automatic transmissions allowed. Automatics must pass following inspection, with engine at idle, and brake applied, transmission must shift from “neutral” gear to “reverse” gear and from “neutral” gear to “low “gear, without causing engine to stall.

Race car must remain stationary during such shifting and testing. SFI Rated flex plate required, Scatter shield recommended on all automatic transmissions.

Transmission cooler OK.

STANDARDS:

Must have a minimum 10.5 inch clutch, pressure plate, OEM or OEM replacement steel flywheel. Min weight 24lbs all steel. Standard transmissions must have a ¼ inch steel plate covering the bell housing 180° over the sides and top of clutch assembly or explosion proof steel bellhousing.

Aftermarket clutch pedal, hydraulic master cylinder, and throw-out bearing OK. Truck must be self-starting.

DRIVESHAFT:

All drive shafts must be steel with a minimum diameter of 2.5 inch, painted white with the car number.

Driveshaft must have a 360 degree safety loop constructed of min 0.25 inch thick by 2 inch in width and mounted within 6 inches of the front u-joint. No chain loops allowed.

G. REAR END

May use OEM seven and one-half (7.5) inch GM 10-bolt rear-end (bracing optional). Must remain stock width.

Wide-centered fifty-eight (58) or sixty (60) inch Ford and/or floater rear-ends are permitted.

From control arm mount out, housing end may be modified with three (3) inches tubing to accept a nine (9) inch Ford axle.

Must remain minimum GM width or maximum three (3) inches wider if Ford housing or Ford axles are used.

Components must be made of steel. Lightweight gears are not allowed.

Aluminum is not allowed except lowering blocks, axle cap, U-joint caps and drive plate.

OEM mounts on lower control arms must remain in OEM location.

Aftermarket axles, mini-spools and C-clip eliminators are permitted. Locked rear-ends only. Torque dividing differentials are not allowed. 12.9 Full spools are permitted. Lightweight and/or aluminum spools are not allowed.

Pinion angle may not be changed.

Maximum gear ratio of 4.56 is permitted, but housing must remain unaltered.

Gun drilled axles are not allowed.

Quick change devices are not allowed.

Cambered rear-ends are not allowed (one-piece drive flange only). Traction devices are not allowed (includes Gold Track, True Track or similar type components).

H. BRAKES

1. Brake system must be stock conventional intermediate metric disc front, drum or metric disc rear, hydraulic non-ABS system. After market, stock type, center vented, rear disc allowed. No solid discs allowed. 2-piece rotors allowed
2. Aftermarket brake pedal assembly and master cylinders allowed.
3. Brakes may be adjustable from the driver's seat.
4. No brake floaters and no re-circulators allowed.
5. No lightening of brake components allowed.
6. Steel rotors and calipers only. No carbon type brake pads allowed.
7. Car must have a minimum of 3-wheel brakes in working order at all times, right front shutoff valve is allowed. RF brake must be operational if valve is in open position.

I. RADIATOR

1. Radiators may be copper, brass or aluminum but must be in original position.

2. Only one radiator allowed.
3. Fans must be shrouded 360 degrees.

J. EXHAUST

1. Any bolt on header with no adapters. Must be of collector type only.
2. The exhaust may not extend beyond truck body and must not present a tire damage hazard. There must be an extension exhaust pipe on the headers that extends at least past the rear of the cab. It is recommended that the exhaust pipe be pointed toward the ground.

K. WHEEL/TIRES:

WHEELS:

Any 15 inch diameter X 8 inch wide steel wheel permitted. 5/8 studs and 1 inch lug nuts are required.

Minimum of 2 available threads must be visible on stud after tightening of lug nut.

Bead lock wheel allowed on right rear only.

Can run mud plugs. (No Aluminum)

TIRES:

Tire Option 1:

Approved, unaltered Hoosier Racing Tire asphalt F45 pull-off racing tire

Must have a durometer scale reading of 48 or higher before the race. Subject to inspection before and/or after race.

Grooving, Siping, Needling, Metal grinding disc and/or wrapping in plastic is not allowed. Deglazing with sandpaper disc is permitted but may not leave grinding marks of any kind. Subject to inspection before and/or after race.

Sidewall markings must remain visible. Buffing and/or removing compound designations is not allowed.

Softening is not allowed. Solvents of any kind are not allowed. Altering tires with any components or chemicals which alter the manufacturer's baseline settings of the tire are not allowed.

Tire Option 2:

Hoosier racing Tire R750

Anything Goes.

Tire Option 3:

Unaltered American Racer 9" slick

Must have a durometer scale reading of 48

******Tire Option may be changed race to race; but tire choice must remain the same on race night. All Four Tires must be same compound. ******

L. ELECTRICAL and IGNITION

ELECTRICAL:

A master battery power Kill Switch is required and should be mounted within easy reach of the driver and be accessible from outside of Truck by track personnel, must be labeled Off/On.

When switch is in the Off position all electrical power to Truck must be disconnected.

Alternator is optional, switch must also disconnect power to alternator if equipped.

IGNITION:

OEM Stock HEI or MSD Ignition Systems allowed.

External Ignition Boxes Ok, (6A, 6AL & 6ALN) only one box per car, out of reach of the driver.

NO Magneto ignitions allowed.

1. 12 - volt systems only.
2. Batteries must be securely mounted in a metal frame in truck bed area.
3. All trucks must have self starters in working order and must be capable of starting under their own power. Starters must mount in OEM position.

M. WEIGHT

1. Minimum weight: 3000 lbs. with driver. NO EXCEPTIONS!
2. Any truck can be scaled at any time. All weights, frame and body measurements are taken with the driver in the seat.
3. Added ballast must be painted white and identified with the truck's number. Weights falling off during competition will result in disqualification and loss of points and pay for the event.
4. All weights must be securely bolted with a minimum of two grade 8 -1/2" bolts. No weights and/or loose objects in the driver's compartment, outside the body, or in the hood area. All weights must be mounted to the frame or roll cage only using steel fasteners. No gun-drilled, tubular or hollowed bolts or studs.

N. BODY STYLES, 1998 - PRESENT ONLY

- 1. May be fiberglass, steel, plastic or aluminum full size pickup truck. The bodies must maintain their original design, shape and size as manufactured. Stock appearing windshield and rear window supports mandatory. No extended cab bodies. (Painted roll bars are not acceptable for any body part.)**
- 2. All trucks must have a painted finish on the bodies. Nose and tail paint must match body. Pre-painted aluminum is allowed. Headlight, park lights, taillights and grill must be painted a contrasting color if decals or graphics are not used to distinguish truck type.**
- 3. Must have stock appearing roof, rounded in all directions and may not be longer or shorter than manufactured. Truck minimum height is 59" (+ / - 2 inches) from the ground to the top of the roof.**
- 4. No ground effect interiors, belly pans or aerodynamic devices allowed. EXCEPTION: One spoiler may be used across the rear of the box no wider than the flat surface of the deck, and no taller than 6 inches.**
- 5. The spoiler, or any part of it, also may not extend past the deck area at the back of the bed. No forward bracing on the spoiler. No enclosing of spoiler forward or rearward. Rear bracing is allowed. Nose and tailpieces are mandatory.**
- 6. All trucks must have a hood that seals the engine compartment from the driver's compartment.**
- 7. No enclosing of rear or side windows allowed.**
- 8. The top of the truck box must be covered with non-flexible material, fiberglass, aluminum or steel only. Rear deck panels must be tightly closed during competition.**
- 9. Must have nose and tailpiece that is stock appearing and completely encloses the front and rear bumpers of the truck. No openings in rear of the truck.**
- 10. No part of the wheel or tire may extend outside the body.**
- 11. The numbers must be a minimum of 20" high on both sides, with a minimum of an 18" number on the roof (readable from the Passenger side), all with bright contrasting colors. A 6" number on the front and rear of the truck for lineup is mandatory.**
- 12. The appearance and shape of these trucks will be closely monitored to maintain a stock truck look. Very little variance will be allowed, use stock style parts only. Call if in doubt.**
- 13. Stock grill openings and/or below bumper no wider than grill with frame around it, is the only area allowed to be cut out for cooling. No hood scoops or bubbles.**

0. BUMPERS

1. Bumpers must be used on the front and rear of the trucks.
2. No sharp edges or sharp bumper ends under nose and tail piece. All tubing ends must be capped. No external bars of any kind with the exception of rub rails. Rub rail matching the color of the truck is allowed. The rails may not be more than 2 inches wide and may not extend out from the panel more than 1 ¼". The rub rail may start at the rear of the front wheel well opening and extend to the front of the rear wheel well opening. Round or square tubing is allowed. Ends must be capped with no sharp edges.

P. FUEL:

1. Pump Gas, Aviation Gas or Race Fuel with no additives. No methanol or E85.
2. Mechanical fuel pump must be stock mount pushrod activated; aftermarket manual type pump is OK. (Example: Carter, AC, Holley).
3. Electric fuel pumps are not allowed.

Q. SAFETY

1. A five-point racing harness mounted in an approved manner is mandatory, using grade 5 fasteners minimum. Belts and harnesses must be mounted in a manner that prevents chafing and cutting. Belts older than 4 years may not be used. A head and neck restraint device is recommended. 2. Aluminum racing seat mounted in an approved manner in at least 4 places with large flat washers is mandatory using grade 5 fasteners minimum. No part of the seat, seat mount, or seat belt and harness system may be below the bottom of the frame or floor of the truck.
2. An approved window net is required. Net must latch at the top and drop down. Net must have some type of quick release device at the top front corner. Steering wheel must have quick release. Collapsible steering shaft highly recommended.
3. Racing fire suit, gloves, neck collar or head and neck restraint device. Snell-rated SA2010 or SA2015 helmet required. Any helmet receiving any impact should be immediately inspected by the manufacturer and replaced if necessary. Manufacturer's instructions, warnings and safety ratings on all safety equipment must not be removed. All safety equipment must be used at all times.
4. Driver protection bars required in front of the driver. A minimum of six (6) bars ¼" thick is mandatory, more are recommended. Protection bars must be full

height and on the driver's half of the windshield opening and welded securely to the dash bar and roof halo. Hardware cloth or welded wire completely covering windshield opening cannot be larger than 1" squares and is optional.

5. A full dry chemical fire extinguisher, with readable needle type gauge, must be within the drivers reach.
6. All roll cage components within reach of the driver must be padded.

R. MISCELLANEOUS

1. All drivers must be 16 years of age unless special permission is received prior signing up to race.
2. No hollow bolts or studs. All nuts, bolts and washers will be steel only.
3. No titanium, carbon fiber, or magnesium anywhere on the truck. EXCEPTION is helmets.
4. No radios, receivers, or communications devices allowed. EXCEPTION is, a one-way Raceiver is mandatory. Mirrors are Optional
5. No obscene pictures, graphics, derogatory or insulting language on any part of the truck.
6. All series sponsors decals must be placed on all trucks in prominent positions, at all TDTS events to be eligible for all nightly points and payouts and all TDTS season points. These decals will be furnished free. It is your responsibility to make sure decals are in place and presentable.
7. No driver shall consume alcohol or drugs that would impair his or her ability to race. Whether or not the driver is impaired is the sole decision of the officials.
8. 10 inch of space behind both front tires from top to bottom needs to be left open for Series Sponsors.

S. CONDUCT

1. Any entrant or crew member acting in a manner detrimental to TDTS or the sport of auto racing, on the track, in the pits, on the race premises or on social media will be subject to ejection from the event, removal from the premises, a fine and/or suspension, and/or punitive action from TDTS. Repeated offenses will result in a permanent suspension from TDTS. All penalties and fines will be determined by TDTS officials.
2. TDTS and/or the track owner have the right to refuse entry of any truck or driver to any TDTS sanctioned event.
3. The driver shall be the person responsible for the actions of the entire pit crew and shall be the sole spokesman for car owner and pit crew in any and all

matters pertaining to the race and the driver only shall take part in any arbitration with the officials in charge.

4. No TDTS member shall ever subject any official to abuse or improper language.
5. Fighting and/or physical assault:
6. First violation - minimum \$250 fine and/or suspension. Second Violation: - minimum \$500 fine and minimum one-year suspension.
7. Unsportsmanlike conduct and/or verbal assault:
8. First violation - minimum \$100 fine and/or suspension. Second violation: - minimum \$250 fine and minimum two-week suspension. Third violation: - minimum one-year suspension.
9. Rough driving. First violation: - disqualification from day's racing and forfeiture of prize money and points. Second violation: - disqualification from day's racing and forfeiture of prize money and points in addition to a fine and/or suspension.
10. Any driver intentionally using his/her vehicle in a malicious manner - minimum \$500 fine, loss of all accumulated TDTS points and/or suspension at the discretion of DTRA officials and/or Board of Directors.
11. Assault of a TDTS or track official, track owner/promoter, suspension of driver from TDTS events for life.
12. Repeated violations of TDTS rules may result in permanent suspension.
13. Decisions made by TDTS and/or track officials are final!!

T. TECH PROCEDURES

1. Officials may request to tech a truck at any time. The top 4 trucks in the feature shall go immediately to a designated tech area. There shall be no work of any kind on a truck after the finish of a race until the truck has completed the technical inspection. Top (3) trucks must tech and weigh after each feature. Items checked may vary. Additional trucks may also be selected for tech. It is your responsibility to know how the scales weigh. There will be no tolerance for being underweight. It is each trucks responsibility to make arrangements to cool down engine. Cool downs may be done in line to the scale. Trucks must weigh before returning to their pit stall. A truck failing to make weight or scale shall be disqualified.
2. The only authorized personnel allowed in the direct area of the tear down are series officials, the driver and ONE crew of the truck.
3. Sanctions for rule violations will range from disqualification, loss of positions in the race or a warning. The TDTS official's decision in this regard is final. Repeat offenders may be banned for the remainder of the racing season.