



Gold Rush Nationals – Truck Rules

www.ultimatederby.com

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General Rules

1. ALL RULES WILL BE FOLLOWED, OR YOU WILL NOT RUN.
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 (no more exceptions to the fire jacket rule).
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. Whether a hit is aggressive or not is at the sole discretion of the officials.
8. No drivers are allowed alcohol - PERIOD. If you are wearing a driver's band and drinking any form of Alcohol -YOU WILL BE DISQUALIFIED.
9. Cars will be re-inspected before any prize money is paid out. The cars will be re-inspected by the DM 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 event to protest another car. Driver must have cash in hand directly after the heat/feature in order to protest. If the car is found to be illegal it will be disqualified and if not illegal the protested driver will receive the \$250.00
11. Any complaints that a driver has about another car 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. Any questions, give Chris a call. If these rules or a phone call to us does not say you can do it THEN DON'T. We can't stress enough to call first.
13. Judges decisions are FINAL!!!

IF THE RULES DO NOT SAY YOU CAN DO IT THEN YOU CAN'T!!!!!!!!!!!!

Car 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 cars 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"x15" sign on the roof of your car with car number on it for judging and recognition of the car. You cannot use the roof sign to strengthen the car.
7. All cars must have working brakes when you cross the ramp. If the car 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 car is found with any weld, other than what is

allowed, and you refuse to fix it to the judge's satisfaction, you and your car will not run!!

- **Truck Light Weld Rules- Any American made ½ ton or ¾ ton pickup, extended cab, crew cab, or suburban is allowed. No trucks or frames can be rated any higher than 3/4-ton. If it is suspected that this is a 1-ton frame, it will be the driver's responsibility to have proof that the frame is ¾ ton or less. No flat beds or any other types of frames are allowed!**

❖ **Frame**

Seam Welding-

- You may weld the frame seam only from the a-arm forward, ½" wide bead maximum, only 1 pass on all frame seam welding. DO NOT re-weld the upper A-Arm brackets when rewelding top seams if applicable. You are allowed an additional 12" of welding per side behind the centerline of the front wheels. This can be used to clean up any spotty welds from factory. All seam welding must be clearly marked with yellow paint!

Capping-

- You will be allowed to cap the front frame horns, from the front most part of the engine crossmember to the bumper. This capping cannot exceed 3/16" thickness. The height of this plate cannot exceed the height of the frame, that means this plate cannot be used to create a flange on the top or bottom of the frame. Capping must have an inspection hole in it.
- No extra bracing in frame or engine cradles is allowed.

Shortening-

- You may shorten the front most part of the frame rails only. You may cut only enough of the frame off to make the front of the frame rail flush and straight to weld your bumper too.
- No other frame shortening is allowed front or rear, frames must remain stock and unaltered.

Frame Shaping-

- No frame shaping is allowed.

Frame Repair-

- **If your frame is rusted through or bent call first, if you do not call us, do not expect us to allow you to run!** Must be same thickness as frame, piece may be butt welded in, no overlap, frame rust can be cut out, but we need picture evidence before you do so. No res-stubbing of frames is allowed. If your car is bent fresh find a new vehicle!
- Pre-run vehicles are allowed. Cars are allowed (6) 4"x4"x3/16" plates, but you must have proof of bend. These must remain (1) piece and there must be a 1" gap between plate welds. These can only be welded to the frame of your vehicle.

Engine Cross Member-

- For older trucks with no engine crossmember, you are allowed to build a crossmember directly above the front axle following these guidelines.
 - You may use a 2"x6"x1/4" thick piece of tubing no longer than 8" welded either vertically or horizontal to the frame to build out from. Off of this tube you are allowed a 6"x6"x1/4" thick piece of tubing to weld to the engine/lower cradle at the engine mounting bolts.
- No homemade or car engine cradles are allowed to tie frame rails together. No extra gussets or bracing is allowed to tie the crossmember to frame.
- Crossmember cannot connect from side to side, they must remain 2 separate pieces. The crossmember cannot be used as a brace or support to any part of the drive train or suspension!
- For trucks with an engine crossmember you are allowed (2) 6"x6"x3/8" plates for mounting your engine. These plates must be welded to the top side of engine crossmember ONLY and at no point be closer than 2 inches from the frame!

Engine Attachment-

- Engine can be attached to the frame in two spots using a factory style rubber engine mount or weld down plates the same size as a factory style mount where a traditional clamshell mount would be, these can be welded to the crossmember and connected to the engine. Your motor mounts/plates and welds

holding them must stay at least 1" from the factory seam connecting the engine crossmember to the frame. The motor mounts can only be welded to the top of the engine crossmember.

- You will be allowed (2) additional 2"x4"x1/4" plates or (2) 3/8" chain (4 links) to secure your engine to the crossmember. These can be welded to the crossmember only and connected to the engine.

Transmission Cross Member-

- You must run the transmission cross member in the stock location for the vehicle you are building. You can weld 2" angle iron no thicker than 1/4", no longer than 6" to the side of the frame to support the cross member. If you replace the cross member, it can be no larger than 2"x2"x1/4" square tubing or 2"x1/4" round tubing.
- The transmission cross member must be one piece and must be straight from side to side (no extra material in crossmember and no arched cross members). Crossmember cannot be refabricated in any way.
- The transmission cross member is the only method which the transmission may be tied in. The transmission brace and skid plate can only meet the cross member over a 12" surface area.

Transmission Attachment-

- Transmission brace can be welded, bolted, chained or 9 wired to the crossmember. This is simply to attach the transmission to the crossmember, if you use any of these methods to strengthen the car you will be required to remove it completely.

Bumper-

- 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. Bumpers must be in stock location. The bumper must be completely in front of the frame rails. No part of the bumper may extend back past the front most part of the frame rails.
- If you choose to manufacture a homemade bumper it must either:
 - 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 15" wide/deep at the tip of the point
 - Conform to the stock dimensions of a bumper legal for this class. It must follow the dimensions of the stock bumper in height, depth, and point specifications. You do not need a skin or backing if following the stock dimensions. If you are manufacturing a bumper to these specifications, you need to have the bumper approved prior to the show.
- Front and rear bumpers may have (2) spots of #9 wire (4 loops) or 3/8" Chain from radiator support/trunk lid or deck/threaded rod to bumper (not frame) to aid in holding the bumper on.
- Bumper can be mounted to the frame/bracket only, not to body other than the 9 wire or chain mentioned previously.

Bumper Brackets-

Any automotive bumper brackets may be used. No more than one set of brackets may be used. Welding of shocks to the bracket is allowed in the factory position. Shock must be stock with bracket, no reconfiguring the bumper bracket for a strength advantage. Brackets cannot go any further back than 12" from the front most part of frame. No manufactured brackets/replica brackets may be used. No loaded bumper shocks.

OR

- You can use (1) 5" wide x 3/8" thick plate extending from your bumper down the frame and cannot extend any further back than 12" from front most part of frame. Bracket can only be on one side of frame. You can wrap this strap around the front of the frame 5" to create an "L" shape. This is to give you enough material to weld your bumper to the strap. If choosing not to use the strap, you can hardnose the bumper directly to the frame.

Rear Frame Rails-

- Rear frame rails cannot have anything added to tie them together unless outlined in these rules.

❖ **Wheels, Suspension, and Steering**

Suspension Swaps-

- No coil to leaf conversions are allowed! Vehicle must have the factory suspension it came with from factory!
- No suspension or body lifts are allowed.

Vehicle Height-

- Cannot exceed 26" to the bottom of the bumper/frame from the ground and it must be a minimum of 18" from the ground to the bottom of the bumper or frame in the rear, whichever is lower!
 - The suspension of vehicle can be squatted and chained to stiffen the rear suspension or gain your desirable ride height. This can be accomplished with (1) 3/8" chain per side wrapped around the rear-end and wrapped around the frame/body. Absolutely no welding anywhere on this chain.
 - You will be allowed to run (2) 1" rods, that may be welded to the rear end, up through the rear sheet metal to help setting the height of vehicle in the rear. This rod cannot attach to any cage components, only to the bottom most part of the sheet metal. This rod can be welded only to the rear end, if welded anywhere else, you will need to cut all the way around the rod and remove the piece completely. You are only allowed (1) 1" nut on the top side of the rod, you cannot make the rear suspension solid.
- Leaf Springs-
 - Leaf sprung vehicles cannot restack their pack. They leaf pack must be completely stock and in the factory location. You can add (6) leaf clamps on each set of springs, these may be homemade, but cannot be more than 4" long x 2" wide x 1/4" thick, (2) 1/2" bolts may be used to clamp these together.
 - Factory leaf spring perches may be welded or bolted to frame to prevent them from tearing off. No added material if welding, and the bolt is not allowed to create a pin inside the frame if bolting.
- A- Arms/Control Arms-
 - A-arms may be welded and bolted down but may not be reinforced.
 - If you choose to weld the A-Arm down, you can use (2) – 2"x4"x1/4" straps to weld your upper a-arm down per side. No other material may be added to hold the suspension components down.
 - If you choose to bolt them you may replace the shock with a 3" diameter 1/4" wall tube, with 1" all-thread max ran through the tube in place of the shock. No portion of this can be welded! This is the only method allowed to bolt them down.
- Coil Springs-
 - Front springs must be an OEM stock spring with no bracing or reinforcement. You may double springs or stretch springs to get bumper height. Aftermarket/solid/compressed springs are not allowed, we must be able to inspect inside the spring pocket! Springs cannot be welded together. You may connect the springs together in 4 spots only using 1/2" bolts, 3/8" chains, or 9 wire (4 strands max). You may bolt, chain, or wire the springs to the lower control arm to hold it in place following the same guidelines above. Screw in spring spacers are allowed, insert spring spacers are not allowed.
 - Spring must float in the frame; they cannot be secured to the frame or a-arm straps in any way! Nothing can be inside the spring pocket besides the spring unless otherwise noted!

Rear-Ends & Mounting-

- Use rear end of choice but must be no more than 8 lugs. Welded or Posi-track highly recommended.
- Back braces are welcome. Braces may not extend more than 4 1/2" on the outer 10" of a stock size axle tube and 10" on the remaining housing.

Tires and Wheels

- Wheels no bigger than 16", no split rims, no studded tires. Doubled tires are ok, we do not want any flats!
- Valve stem protectors are ok. Tires may be screwed to rims. Wheels may be bead locked. You may run weld in centers.
- Outside of the rim may be reinforced but not bracing may extend past the outside edge of the rim, this includes the bead lock.
- All wheels must have start as a factory wheel.
- Solids are okay

Steering Components-

- All steering components unless noted must be an OEM stock component from a vehicle allowed in this class with no bracing or reinforcement. **No aftermarket spindles, hubs, center links, sway bars, steering boxes, or A-arm/control arms are allowed.** Swapping of components is ok, but it must bolt on to the vehicle in a factory manner. No re-engineering the way your steering components work on your car. No welding of any steering components to frame unless specified in these rules.

Steering Columns

- Modifying steering columns by adding joints or the ability to slide is allowed, aftermarket steering columns are allowed. These are not allowed to strengthen the car in any way.

Tie Rods/Ball Joints

- Tie rod tubes may be reinforced, or you may use a manufactured tie rod but must stay close to the same length and must mount in the same configuration as stock.
- Aftermarket ball joints and tie rod ends will be permitted. If using an aftermarket ball joint, it can either be a press in, weld in, or bolt in joint. If welding a ball joint in it there must be room between the ball joint collar and frame, only the collar can be welded in with no other added material and only (1) single weld around the collar.
- You cannot add any material where the ball joint or tie rods meet.

Body

Doors-

- You may weld your doors with nothing larger than 3" by 1/8" strap, it must follow the door seam. Do not overlap strap or you will cut the strap off. If you chose not to weld the doors, they must be tied shut in six locations using 3/8" Chain, or #9 wire. If we do not deem the car safe to compete you will add more fastening points.
- You can add bracing to the exterior side of the driver's door. Drivers Door bracing must not stick any further out than 2" from the door and may not have any sharp edges. You are also allowed to carry the bracing up to 3" past the exterior driver door seam either forward or backward.
- Doors can be welded along the top (where the window comes through), no extra material allowed to accomplish this.

Box Alterations-

- The box may be bolted to the cab in (4) locations with bolts no larger than 1", with a 5"x5" washer on each side of the box.
- Box may be welded to cab with nothing larger than 3" by 1/8" strap or connected in (4) locations with 3/8" Chain, or #9 wire (4strands).
- You will be allowed (1) location from box side to box side to wire together. This is not allowed to go around frame! #9 wire only, (4 strands max!)

Shaping-

- Body lines/shaping may be pounded on the outside of the vehicle. No shaping is allowed on any other parts of the vehicle (firewall, transmission tunnel, bed sheet metal, etc.)
- No folding box sides over to create a wedge, fenders must stay completely upright! Body cannot be pounded over and welded or bolted together.
- Any pre-run vehicle that has been folded over in the rear or wedged must be straightened out to meet these rules in order to run the next event.

Body Mounts-

- You are allowed additional body bolts to secure the body of the vehicle to the frame. (8) additional locations are allowed in the box, (6) additional locations are allowed in the cab, and (2) additional are allowed in the core support (see Hood Section). Suburbans and SUVs are allowed (12) total throughout the cabin of the vehicle, along with the (2) at the core support. These are in addition to the factory body bolts. If the factory body bolt is altered in any way (removed and bolted solid, rubber removed, etc.) this counts as an additional location.
- Additional body mounts cannot exceed 1" bolts, and washers cannot exceed 8"x8"x1/4" thick. Bolts must bolt to the top of frame like factory or welded to the outside of the frame. Body mounts cannot be used to pin the frame. Body bolts must be completely vertical! Do not weld body bolt washers to the body.

#9 Wire in Window Openings-

- No #9 wire is allowed in this class.

Hoods and Front Clips-

- Hood must have at least a 12" square hole cut out in case of fire. You can cut slits and fold material around to make a hole. Any holes in hood may be bolted back together with (12) 3/8" or less bolts and 1.25" diameter washer to pinch the hood sheet metal back together. You may cut multiple holes but do not exceed the 12 bolts.
- Hoods must be in the stock location; you can remove the hinge, but hood must stay in the factory location. You are not allowed to add more attachment points if removing hinges.
- You are allowed (6) spots to hold the hood on; you must have a minimum of (4) tie down spots. You may have up to 1" all-thread for the front core support rod. All hood support rods must be vertical, not angled forward or backwards.

- Your front (2) rods used at core support may be welded to the frame within 4" of the stock core support location. Threaded rods may be welded to core support a total of 6" per rod. Filler material can be used to reach the core support if there is a gap. must go through core support mount. You can nut the all-thread on the bottom of the core support mount, the all-thread may be welded to the side of the frame at the core support mount.
- The other (4) connections must be sheet metal to sheet metal only using chain (3/8" max), 9 wire (4 strands), bolted (1" max all- thread 12" long maximum) or angle iron (4" long, 2" x 2", ¼" material with a bolt through it) is allowed.
- If you do not have sheet metal to go through for the support rods to hold it in position, you may weld a 5"x5"x1/4" square plate off of sheet metal to run your rod through, with a 1" hole for the rod to pass through. The threaded rod can be welded to this plate. This plate can only be welded to body on one side of the plate and cannot be used as a gusset from fender to core support or firewall.
- You may have washers for hood tie down, not to exceed 5"x5"x1/4" square or 6" x1/4" round. These cannot be welded to the hood.

Core Supports-

- Core support must be factory to the vehicle you are running.
- You will be allowed (1) continuous 2"x2"x1/8" angle iron, to run across the very top of the core support, butt welded to the fenders.
- **Core support must go in the factory location, no sliding forward or backwards.** It must line up with the stock bolt holes, you may use the factory bolts and bolt holes to attach core support to fenders. No other material may be added to attach the core support to the fender unless otherwise noted.
- If you wrap or fold your fenders around the front of the core support do not exceed (6) 3/8" bolts and 1.25" diameter washers to bolt back to the core support per fender.
- Radiator support mounts can be removed, and you can suck the radiator support down solid.

Tailgates/Hatch-

- Tailgate must remain upright and in the factory location.
- Tailgate may be lowered and used as a bumper but cannot exceed the bottom of the frame rail and no other bumper may be used if lowering. Tailgate can be welded to frame rail following the bumper bracket rule above. Tailgate needs to be chained in (2) locations through the box floor if using this method following the size guidelines below.
- Tailgates/back doors can be fastened shut. You can weld tailgate/doors closed at each seam with a 3"x1/8" strap, or a 2"x2"x1/4" angle iron (cannot be connected to box plates) on the inside of tailgate to bed floor, or use either chain (3/8" max) or 9 wire (4 strands) at (4) locations per seam. You must have a minimum of (2) tie down spots.

Firewall-

- You can cut or remove firewall for distributor to pass through. Absolutely no pounding or shaping of firewall for a strength advantage.
- You will be allowed (4) 2"x3/16" straps to attach dash bar to firewall, no more than 2" of welding or material on firewall.
- These must be outside the hole cut in the firewall, none of these can be connected to any protector or window components.

Wheel Wells-

- You may cut wheel wells for tire clearance. Fenders may be bolted back together with (6) 3/8" bolts, and 1.25" diameter washers.
No rolling your fenders and welding them.

Miscellaneous-

- SUV's must remove all rear decking and seat components.
- No fresh or pre-run sedagons allowed, the roof must be in the factory location at the start of the event.

Sheet Metal Rust Repair-

- DO NOT cut any sheet metal you are repairing out. Sheet metal must be same thickness as body, repair sheet metal must remain flat, no forming or rolling plate to add strength. This metal can exceed 2" past rusty metal. Picture evidence is required.

❖ **Cage and Safety Components-**

- **A 4-point cage and some sort of rollover protection is mandatory, this is a non-option. Safety is our #1 priority. A 4-point cage consists of a dash bar, a bar behind your seat, and 2 bars connecting those bars running along your doors. Either a bar that extends up from the back-seat bar, behind your seat, and is welded/bolted to the roof, or a halo bar that extends up from the side bars, and connects with a bar**

across the top of the roof will be sufficient for rollover protection.

➤ **4 Point Cage-**

- All cage material may be no larger than 6" diameter.
- Dash bar and seat bar can only be 6" diameter or less and you are allowed to double side bars only, no doubling of dash or back seat bars.
- Driver side door bar is the only bar that may be inside the door for driver's safety, all other bars must be in the interior of the car.
- The bar behind the seat can be no further than 6" behind the driver seat.
- Cage may be gusseted at each joint.
- All bars must be straight bars nothing contoured to the body.
- All cage components must be a minimum of 4" off the floor, except for down legs that you will be allowed. Dash bar will be measured at the transmission tunnel; all other bars will be measured at body bolt elevation (This does not include the gas tank protector).
- No cage component may be welded to the frame – except the down legs mentioned above.
- All cage components must be at least 6" away from the firewall at the start of the event.

➤ **Down Bars-**

- You will be allowed (4) down legs total that can attach to frame/body. Down legs can be no bigger than 3"x3"x1/4", welded to the door bars (can't be run higher than door bars), and they must be vertical. These bars may kick inwards towards the frame. These bars may be welded to the side of the frame and must not have any other material use to weld the down bars to the frame. Legs must be attached to the main 4-point cage, NOT the gas tank protector. The down legs cannot be attached to or cover any body bolts.

➤ **Gas Tank Protector-**

- If running the gas tank in the driver compartment of the vehicle (Suburban, SUVs, Crew Cabs, etc.) you are allowed a floating gas tank protector. Tubing for protector must be 6" diameter or smaller. The protector must be at least 1" narrower than the inside of the frame rails at the point where the protector must end. Protector must be at least 4" off the floor and must be in the center of the vehicle. Protector must have a 3" gap between the rear sheet metal and cannot be attached to it in any way. No protector components can extend past this point unless otherwise specified.

- **Halo/Rollover Bars-**
 - Rollover loop cannot exceed 6" material, no doubling of these bars or manipulation of the material to allow more weld to the frame. Roll over bar must be mount in front of box, as close as possible to cab. This protective loop must be completely vertical, not angled forward or backwards. No wider than frame, maximum height is to top of cab. This bar can bolt or weld to box or top of frame with material not to exceed 6" diameter (no doubling or manipulating these bars to allow more weld to the frame), or to washers that hold box to frame. Maximum distance is 2' back on floor with kicker brace, you are allowed to connect the rear kickers with (1) crossbar to protect the gas tank. Can attach to roof in two spots using ¼"x3" strapping, with a max of ¾" bolts. Rollover bar cannot attach to any interior cage components.
- **Rear Window Bar-**
 - No rear window bars or straps are allowed.
- **Front Window Bars-**
 - For safety, all cars must have (2) windshield straps centered in the car extending from the roof of the car to the firewall/dash. If welding front window bars, you can weld it to the factory sheet metal only. If choosing to bolt, you are allowed a 4"x4"x1/4" plate that can be welded to the bar top and bottom, this cannot be welded to the car in any way. Straps cannot be any larger than 3"x3/8" flat strap and must be 14" apart at firewall. You are not allowed to connect these straps in any way. No more than 6" from the front window opening of strap material allowed on the roof and no more than 6" of strap material allowed on the firewall. Do not go over the 6" or you will cut.
 - If not using a strap, you must have either 3/8" chain or 9 wire (4 strands), in the front window opening, sheet metal to sheet metal only to prevent the hood from coming into the drivers compartment.
- ❖ **Drive Train, Braces, Aftermarket and Interior Equipment**
 - **Drive Shafts-**
 - Slider drive shafts are allowed.
 - If 4-Wheel-Drive, you must remove the front drive shaft.
 - **Motor-**
 - Use motor of choice, motor must be in a like stock location.
 - **Radiators-**
 - Any automotive or aftermarket radiator is allowed, when mounting the radiator, you must NOT reinforce the core support in any way. Radiator must be mounted in core support in factory location.
 - No radi-barrels or additional cooling capacity devices allowed.
 - The radiator can be spray foamed in place to protect the radiator, but if we feel there is weld being hidden by the spray foam you will need to provide evidence there is not.
 - No radiator enclosures or fan protectors allowed.
 - You may have one or the other of the following in front of your radiator-
 - 1/8" expanded metal that cannot extend past the front body mount bolts. May be attached with 10 - 3/8" bolts or 10 - 1" welds **OR** an automotive air conditioner condenser bolted in with 10 - 3/8" bolts or 10 - 1" welds.
 - **Engine Protectors-**
 - You are allowed a simple lower cradle with front plate and pulley protector. The pulley protector cannot extend further than 2" past the water pump. No part of the cradle can extend 3" beyond the heads. A plate that spans down the oil pan is allowed to protect the pan, this must conform tight to the oil pan, this cannot be connected to the transmission/bellhousing or frame in any way. This is to protect your engine, not strengthen your car. The pulley protector cannot come in contact with the steering components.
 - A simple carburetor protector is allowed, this is to prevent the hood from collapsing onto your engine. This cannot be connected to hood in any way. If the carburetor protector is used to strengthen the car in any way you will have to remove it or the sheet metal around it to run.
 - No distributor protector, mid-plates, or full cradles are allowed.
 - **Transmission Equipment**
 - You may run multiple bars down or one solid plate that conforms to the transmission, this can run from the front of the transmission/bellhousing bolts to the back of the transmission. If these bars or plate catch the sheet metal excessively you will be required to cut reliefs into the transmission tunnel. Your trans brace can only be 12" where it meets the transmission cross member. You can build a 90-degree angle where it meets the transmission cross member and it may be welded, chained, 9 wired, or bolted with a factory style rubber mount.
 - Aftermarket bellhousings and tail housings are allowed.

- If you have a short bellhousing, you are allowed a plate to fill in the gap of the bellhousing. This must match the profile of the bellhousing plate, not to exceed 1" past the bellhousing holes. If anything is deemed excessive you will cut!
- **Transmission Cooler, Battery, Pedals, Shifters, etc.**
 - **All equipment must be fashioned tightly to the vehicle!** * We do not want to see anything come loose during the event, if it does, your stick will be pulled. Ratchet straps will only be sufficient as a backup.
 - Equipment cannot be attached to floor sheet metal and cage, one or the other. Equipment must be located inside the cab of the vehicle. You cannot use any interior equipment to strengthen the car in any way. If any equipment is deemed to strengthen the vehicle, you will be required to relocate it.
 - All battery boxes and gas pedal/brake pedal, and any plate attached to it must be at least 2" away from any engine or transmission protectors or body bolts. These items must be bolted to sheet metal only, they cannot be attached to the frame or cross member in any way. No Larger than ½" bolts and standard washers may be used to mount items (No full plate washer's underneath).
- **Gas Tank-**
 - 15-gallon tank max, Fuel cells must be well constructed and out of a durable material. Fuel cell must be located either centered in the front most portion of the box, or inside the cab. If running in the box, there must be a protective layer between the cab and box to prevent fuel line from being crushed. No plastic tanks, metal is preferred, boat tank type is fine. Any splashing, spilling, or leaking of fuel will result in a broken flag. Fuel cells are recommended to be mounted to the gas tank protector/ cage. No "Gas Tank Holders". Fuel lines must be secured.
 - You are allowed a plate for you gas tank to sit on, the plate can be 3" wider in all directions of your fuel cell. It must be free floating and can be bolted to sheet metal only, you cannot connect it to your back-seat bar or cab!
 - Fuel tank must be bolted or chained in place with a floor mat covering it. No ratchet straps unless it is a secondary device.