



# 1/2 - 1/3 TON LIGHT BUILD TRUCKS

-Promoted by Domination Motorsports-  
Josh Keck 712-253-2219

## General Rules & Regulations:

1. **ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN. JUDGES DECISIONS ARE FINAL!!**
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 shortened or altered in any way. No welding other than specified!!!! NO adding extra braces in frame or engine cradles. If officials suspect a 1 ton frame it will be driver's responsibility to have written proof by frame code or VIN number stating the frame  $\frac{3}{4}$  or less. No exceptions.
3. All drivers must sign driver's paperwork before being inspected or they will not run the event.
4. Drivers must wear a seat belt, helmet & fire suit jacket.
5. All drivers must attend the pit meeting before each event. Driver's meeting are always approx. 30 minutes before the event showtime.
6. No drivers are allowed any alcohol or drugs before their event. If found drinking alcohol or under the influence while wearing a driver's band you will be disqualified for the remainder of the event.
7. Trucks may be inspected before any prize money is paid out. The trucks will be inspected by the Domination Motorsports Officials only. Everyone else will stay back until the truck is deemed legal.
8. There is a \$250 protest fee, must be paid by a driver in the main event. Driver must have cash in hand directly after the feature in order to protest. If the truck is found illegal the car will be disqualified.
9. 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.
10. **Josh Keck 712-253-2219** call before you assume something will pass. If it is not in the rules and doesn't tell you, you can do it, then don't! We can't stress that enough!! **CALL FIRST!!!**
11. **DO NOT** paint anywhere on suspension, frame or interior of truck. If done, we will not even inspect your car.
12. **Judges decisions are FINAL!!!!!!**

## Show Rules:

1. You have 1 minute to make an aggressive hit. After 1 minute that car is disqualified. That is 1-minute total. An aggressive hit is solely at the discretion of the officials.
2. For safety, **DO NOT HIT THE DRIVERS DOOR!!**
3. You are given 2 fires- 1<sup>st</sup> one we put out and the 2<sup>nd</sup> one you are done for that round.
4. Rollovers- you may keep going as long as truck is deemed safe.
5. Watch the officials. If they are trying to get your attention, there is a reason.
6. No holding or pinning, you must back up and show day light. You may not pin to win!

## Truck 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. No painting in the interior of the car.
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. Take extra care when routing fuel and transmission hoses. Safety first.
7. You **must** have a number in bright colors on each front door and must have at least the size of a 15"x15" sign on the roof of your truck with truck number on it for judging and recognition of the truck. **You cannot use the roof sign to strengthen the truck.**
8. All trucks must have working brakes. If the truck is not able to exhibit the ability to stop it will not be inspected.
9. **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!!

**Hood** may be chained 3/8 chain, wired, or bolted in 6 separate locations, two chains or wires may go from core support to bumper. Hood must remain in stock position. Hood washers no larger than 5x5 inches 1/4 thick. Can run 1 inch max all thread through front body mount holes all the way up through hood. Other hood pins must be straight up and down 1 ft. max length. You may use max four (4) 3/8" diameter bolts each hole to bolt hood skin together and hood openings around stacks. MUST have holes in hood big enough for inspection. MUST have two window bars no larger than 3in diameter or 2 #9 wires in windshield opening to prevent hood from entering drivers compartment for driver's safety.

**Doors** may be chained two locations per seam or welded 24 inches of total weld outside only (1/4 In. strap no wider than 2 inches) each chain or wire location will count as 4 inches of weld. Driver's door may be welded solid and reinforced for safety (highly recommended) and can have a driver's window net.

**Tail-gate** must be ran in stock position (**NO** lowering or tilting tailgate), may be chained in two locations per side OR welded using 2x2 angle iron inside, OR 2" flat strap outside 24 inches total on the sides plus an additional 12 inches of 2" angle or 4 chains on bottom of tail-gate to box (not bumper or frame). SUV and suburban doors use tailgate rules to secure rear doors.

**BUMPERS** Front and rear bumpers may be changed to any stock automotive bumper (**NO** loaded or homemade bumpers). If changing bumper, you are allow to weld bumper directly to frame, no bumper shocks allowed. Filler material allowed to mount bumper but not allowed to go more than 4 inches past end of frame (remember this is a stock class! No bull work). No sharp edges. Bumper cannot protrude past fenders. Bumper height max 27 inches to the top of bumper- min. 22 top of bumper. No open frame rails.

**TIRES** Any ply tire allowed: stuffed, skid, ag are all ok. Split rims allowed but ring must be fully welded. Any stock automotive rim. **NO** homemade or weld in center. **NO** beadlocks or full centers.

**SUSPENSION** Front axle non leaf-spring trucks may install 3/4 bolt in center of a-arm welded to spring pocket to gain bumper height. Front and rear shocks may also be replaced with a piece of steel stock (bolted) in factory location to maintain bumper height. Stock leaf packs, no adding leaves. You may have 6 leaf clamps per leaf pack total, no coil to leaf conversions. May add two chains per axle to frame 3/8 chain. 1/2 ton may swap to 3/4 ton rear ends, may be welded posi-traction, no bracing on rear ends. Must be a factory axle and housing.

**ENGINE/TRANS** May crossbreed engines and transmissions, Lower engine cradles allowed, **NO** extra braces in frames. **NO** pulley protectors, skid plates or protectors of any kind. For older trucks with no engine cross-member this is your allowance: You may use a 5x5 8 inches long 3/8 max. thickness piece of tubing to weld solid to frame vertical or horizontal and build out from tubing to mount engine mount, cannot connect mount to mount, no homemade or car cradles allowed to tie rails together, can be gusseted back to tube but not to frame. Do not use firewall as a brace. May have 2 chains or wires to frame to hold motor in place. Engine mounts can be welded.

**TRANS COOLERS** are allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to cross-member. Block saver lower engine cradles allowed as long as no pulley protector. Dist. protectors, trans. Protectors, ultra-bells, steel tailshafts will NOT be allowed. Any driveshaft may be used, sliders ok. No radi-barrels: must use a radiator in factory location, or loop hoses.

**BODY BOLTS** All body mounts and bolts to remain stock with exception of radiator support mount for all thread use as stated earlier. Box may use any of the following extra mounting: 4 extra points to mount it to the frame. Example: 4 chains added from box to frame or 4 spots of #9 wire to frame to secure box to frame. In addition, you may leave original body mounts in factory location but must remain 100% stock, rubbers included.

Box may be bolted to cab in 4 locations: 1-inch bolt size 5x5 plates AND may weld 12 inches of strap per side (24 total) to weld cab and box together. May bolt fenders with six (6) 3/8" diameter bolts to bolt fenders together 2-inch washers max. Thread must point inward. NO folding box sides over, creating a wedge, or body shaping.

**CAGE MANDATORY.** Must run a bar behind seat (no further back than 10 inches behind seat THIS INCLUDES EXT. CAB AND CREW CABS). Across dash may use 6x6 plates on ends, may connect dash bar to seat bar along with two down bars to floor on driver's door for protection. NO connecting cage to frame any place! You may also add one down bar on pass door to floor to protect battery. You may attach a rollover bar from seat bar up to or over roof and down to dash bar. 5-inch diameter max. on cage material, only attached to cab floor. These are the only internal cage components allowed.

**BATTERY/GAS TANK** 2 batteries max. allowed on pass floor, properly mounted, and covered. NO BUNGIE STRAPS!! Gas tank must be removed and relocated in front of box, 8 gal. max. May use electric fuel pumps if well labeled (FUEL SHUT OFF).. Suburbans, SUVs may attach a floating gas tank protector off seat bar 24x24 protector must remain 4 inches away from any sheet metal.

**FRAME** If frame is bent, may plate 1-inch past bend both directions 1/4 in thick one side of frame only. If long area over 6 inches is bent please call ahead for authorization, No boxing of frames.

**MISC. Stock steering components** may alter steering shaft from box to steering wheel. All other steering must be stock. Shifter may be altered; ign. and starter wires may be altered.

**THIS IS A STOCK CLASS!! DO NOT PUSH "GREY AREAS!!  
MUST REMAIN STOCK OTHER THAN STATED IN RULES!!**

**Any questions please call  
JOSH KECK 712-253-2219**