

Barrhead Full Size Truck Rules

GENERAL

- ½ ton and ¾ ton trucks allowed, no 1 tons or 1 ton frames, no small trucks, no 4x4 trucks, no 4X4 frames. *Extended cabs and crew cab trucks allowed.*
- Suburbans, or equivalent full-size SUVs will also be permitted.
- Must have working brakes! Brake test will be mandatory before inspection. This is to ensure spectator and pit crew safety in the pits.
- This is a spectator sport!!!!!!
- Absolutely NO SANDBAGGING!!!!!! 1 WARNING THATS IT!
- The safety for spectators, officials, drivers and pit crew is our main concern. Fire, flying debris and impact injuries are also a concern so please keep this in mind when building and working on your vehicles.
- Head Tech's decision will be final!!!
- Hood off inspection only! No exceptions! Hood must be with truck for inspection.
- If there are any discrepancies in your build you will be given ONE opportunity to repair your truck. If you are unable to make the changes requested you WILL BE LOADED and your entry will not be refunded!
- If you have any questions do not hesitate to call or contact for confirmation.
- Do not come to inspection if your truck is not race ready! This is a waste of our time!!! You must arrive 30 minutes before drivers meeting to compete, unless pre-discussed with race officials.
- There will be no welding on any truck except where the rules clearly state.
- There will be no reinforcing except where the rules clearly state.
- If it does not say it is allowed then it is most likely not.
- We understand there are differences in everyone's builds! And everyone builds are unique in their own way!
- A re-inspection will be done before any truck advances, and/or any prize money is distributed! Trucks can be cut by officials after the main event if needed.
- Head inspection judge can and will disqualify any truck found to have direct rule infractions.

- Seat belts are mandatory, a lap belt is the minimum requirement!
- Helmets, eye protection, long pants, are mandatory! Sandals may not be worn while driving.
- Drivers compartment padding is strongly recommended! *Windshield pillar and b-pillar must have padding.*
- Drivers door hits are illegal. If deemed careless or intentional by officials, you may be disqualified. If you use your door as defence, then HOLD ON!

Mandatory stripping of trucks:

- All interior must be removed including complete dash board. Anything other than driver seat and seat belts.
- Remove all glass, lights, lenses, mirrors, and hardware.
- Remove all body trim, hub caps, and exterior ornaments.
- Remove fuel tank.
- Remove trailer hitch and all mounting components.
- Remove complete interior with exception of the front seat.
- Your truck must be clean of all debris and loose objects, and broken glass, including in the box.

Door and Door reinforcements:

- We allow almost any cage built around the driver from sturdy, easily assembled material.
- Interior and/or exterior door bars are accepted.
- Both drivers and passenger doors Must be reinforced with channel iron, I-beam, or box steel. NO grader blades allowed!
- 2"x6" is min, 12" max width, 76" max length *for single cab & suburban, 96" for extended cab, 110" for crew cab.*
- Exterior bars must be beveled.
- Exterior bars must bolt through entire door or post, or box, not just outer skin.
- Front dash bar and rear cross bars are *strongly recommended*; max size is 6" OD.
- Dash bar may have 2 down bars bolted or welded to floor. Max 2"x2" square tubing. Can NOT attach to body mounts or frame in any way. Max 4" x 6" plate on bottom. Front down bars cannot be mounted more than 2" past the front door seam.
- Interior cage may be welded in place with a maximum of 16" of weld. (4 spots at 4" of weld). Interior

side bars may not extend past front cross bar and only 6" past rear cross bar. *Rear cross bar can be a max of 12" from the front of the box. Suburban's max 12" behind driver seat.*

8" from the front of the box in a regular cab truck.

- Exterior door bars may extend 8" past front fender seam.
- Floor to roof head bars are mandatory but cannot attach to frame or body mounts. You may run 2 of these.
- Halo bars are acceptable. Halo may be bolted or welded to the floor but can NOT attach to the frame or body mounts in any way. Max 4" x 6" plate on bottom side. May also be from front to back, attaching to front crossbar, going over the cab, then attaching to rear crossbar.
- Gas tank protectors are allowed, but must be attached to rear cross bar only. Max width 36" OD.
- All doors must be securely fastened shut by means of bolts, chains, clamps, etc.
- Doors may be welded shut 6" weld, 6" no weld, no exception. The no weld space must be 6" if less welding is used. Filler may be 2" x 1/8" flat bar or 1/2" round bar. If seams were fully welded for a previous show you must cut the entire seam weld out every 6". No slice cutting will be allowed! Only exterior seams may be welded.

Engine:

- Any engine may be used in any truck, but must mount within 4" of original mounts.
- Headers or exhaust manifolds are mandatory.
- Mounting of engine must not strengthen the truck in any way.
- Lower engine cradles will be allowed with NO front plates. Pulley protectors will also be allowed. No use other than what it is made for will be permitted. Max 5/8" thick. Cradles cannot extend more than a few inches past the ears on the block where it mounts. (see picture of cradle at bottom of file)
- Lower motor mounts can be welded to the engine saddle (spacers are acceptable). Must bolt to the cradle. Aftermarket mounts may be used but NO solid mounts. Every motor mount must have rubber bushing between cradle and frame.
- You may chain engine.
- You must run an air cleaner.
- No skid plates.
- No starting fluids allowed.

Transmission:

- You may use any type of mounts.
- If not using a factory cross member, you may use 2" x 2" square tubing.
- Any type of coolers are acceptable, but must be securely fastened in passenger compartment.
- 3/4" hose attached to fill tube is recommended.
- Metal or braided lines *highly recommended*.
- Any type of shifter may be used but must not strengthen truck in any way.
- No skid plates.
- You may use a transmission protector/brace, but must not act as a kicker in any way!!! Floor must be cut out clearly around.
- Protector may only attach to transmission and only to protect the upper half of tranny (see picture of sample trans brace at bottom of file).
- You may only run protector if at least 3/4 of top of transmission is visible.
- If deemed you are using it as a kicker it will be removed, or you will cut firewall and floor out!!!
- No aftermarket bell housings or steel tail shafts will be allowed. ie transmission cases must be stock
- Any type of driveshaft is acceptable.

Rear Differential:

- Diff swaps are allowed but must use stock mounting brackets.
- You may weld stock brackets to housing if doing a swap.
- No added bracing allowed.
- Max 8 lug diff allowed. Must be stock to the truck, or stock to a truck that is legal to compete.
- Diff may be welded for a posi, or a spool may be used.

Rear Suspension:

- 10 leaf max, must have a minimum of 1" stagger.
- 3/8 max thickness, 2 1/2" max width.
- No extended or reverse spring shackles. No bolt on over load springs.
- Stock style shocks only.

- No welding of spring packs.
- No flat sprung trucks.
- Coil springs may be bolted, tied, or welded to differential.
- Coils may be doubled and clamped, chained, or wired together, but NOT welded together. Only welded to housing.
- 4 leaf clamps per side max.
- Spring hangers can be welded to the frame.

Front Suspension & Steering:

- Any steering column is acceptable.
- Steering u-joints are allowed.
- All steering and suspension must remain stock, or stock replacement to original manufacturer.

Example: big box store parts only to replace Ford to Ford, GM to GM, or Dodge to Dodge.

- Coil spring spacers are allowed.
- Center link may be lowered.
- Any pump is acceptable.

Frame:

- No frame reinforcements will be accepted other than where stated.
- Frame repairs: Only to repair rotted out frames, pre-run trucks, or repair at derby.

1: Plate size is 6"x6"x3/16"

2: 6 plates per frame rail, for a maximum of 12 plates per truck

3: A repair must be visibly required before its allowed

4: No overlapping plates, however they may be placed side by side. If you cut a plate, you may NOT use the other piece cut off elsewhere.

- You can add additional support to the front of the truck. Max size is 2" square tubing. Must be located entirely inside the engine compartment, behind the rad support, under the hood, and may not stick out more than 3" past the outside edge of the radiator. On each frame rail you may weld one 2" square tubing to the top of the frame, vertically. You can then put a 2" square tubing kicker off that one, back to the frame rail. Must all be in front of the control arms. Maximum of 2 contact points on each frame rail.

Bumpers:

- If you choose to hardnose your bumper you may use 6" x 4" x 1/4" thick bumper plates. They can be used to replace original brackets and shocks. One or the other only. Plates may be welded to any side. Top, bottom or either side. If you choose to cut the plate you can only use 1 piece, not 2.
- You may use 6" x 4" x 1/4" thick plates to square off the front edge of your frame to make it easier to mount your bumper. May also consist of 1 12" long piece bent at 90° to cover the front of the frame and act as your bumper plate if using that method.
- Front frame may be shortened up to the first body mount, but the rad support must remain in stock location.
- Bumper swaps are allowed.
- You may trim and flip your bumper.
- Car bumper is allowed on the front of the truck, and only the front, but can only extend 2 inches past either side of the frame rails.
- If using a car bumper, you may pinch and weld the outer chrome skin to the back internal structure of the bumper. End to end with no added material. Ends and holes CANNOT be filled or capped. Chrome skins must remain unwelded on the ends to allow inspection from each side of the bumper.
- Truck front bumpers can be overlapped, and bolted or welded together. NO ADDED MATERIAL TO BE USED.
- No loaded bumpers.
- You may weld bumper to stock brackets and brackets to frame. Car brackets/shocks will not be permitted.
- Bracket to frame welding can only reach 10" from front of frame to back.
- If using a rear bumper, it must stay in the factory position, with the factory mounts. It must be a factory bumper.
- Max 22" to bottom of front bumper.
- Bumpers may be chained with one loop of 3/8" chain to hood, core support, or tailgate.

Radiator & Core Support:

- Radiator core must remain in stock position.
- Any fan is allowed.
- 2 rad support spacers are allowed, 4" max length.
- No supplemental cooling devices are permitted.
- No antifreeze.
- The rad support bracket that you run your all thread through can be welded to the frame. This DOES NOT include the rad support. NO welding of the rad support will be tolerated.

Fuel System:

- *Plastic or steel certified fuel tanks allowed.*
- 7.5 gallons max capacity.
- Original tanks must be removed.
- Tank is to be securely mounted behind driver's seat, or in the front of the box and securely fastened.
- Any type of gas pedal is allowed.
- Automotive pump gas only.
- Any type of fuel pump is allowed.
- Electric pumps must have a clearly marked shut off switch.
- All fuel lines passing through any panels must be protected.
- Tank must not reinforce the truck, either before the derby, or after the truck has bent.

Tires & Brakes:

- You may run any type of air-filled tire *except no implement or skid steer tires*
- Max wheel size is 17".
- Weld in wheel center will be allowed. Max 8" centers.
- *No flapper tires or double tires allowed.*
- No split rims, studded tires, solid or filled tires allowed.
- No homemade rims allowed.
- Valve stem protectors are permitted.
- All wheel weights must be removed.
- Any type of braking system or configuration is allowed.

- If using a pinion brake the mounting must only be to the center section and not to the axle tubes, or to strengthen the housing.
- If using floor mounted pedals, they must not strengthen truck at all or will be cut.
- Any size wheel nuts are allowed.

Batteries:

- You may run a max of 2x 12V batteries.
- Must be securely fastened in front of the passenger seat.
- Batteries must be covered with floor mats or equivalent, unless gel batteries.
- Must be in a secure battery box.
- Box must not reinforce the truck, or be attached to the frame in any way.

Hood & Box:

- Hoods are mandatory.
- Must have hole in hood to extinguish a fire.
- Bumper straps will be allowed. 2" x 1/4". Can be welded or bolted to bumper, and hood skin or core support, NOT fenders. May be welded to washer over front hood pins, or have a hole in them and laid over front hood pins. May not cross over each other. Max 36" length.
- Bumper straps will also be allowed from the rear bumper to the tailgate, following the same rules as above.
- Hood *can* be bolted, chained, or fastened in a minimum of 6 places, maximum of 8, including pins through front body mounts.
- Max washer size is 8.5" x 6.5".
- 2 may attach to the frame through original body mount.
- Max redi-rod size is 1-1/4".
- You may use 2 pcs of 2" x 2" angle iron 6" long welded to body & hood then bolted together with 2 bolts. Max bolt size 3/8". Angle iron may not be welded across the seam.
- You may use 20 bolts, 3/8" max in size to bolt hood skins together *or the use of weld will be accepted.*
- Tailgate and box sides must be vertical at the start of the derby. This means no folding the sides of the box down.
- The front of the box must be bolted to the cab of the box in at least two places.

- The box can have an additional 4 point of hold down to the frame, besides the factory bolts. Max size of plates are 14" x 8". If factory bolts are replaced, they MUST be of factory size.
- You can bolt the box sides to the box floor using angle iron. Max 4 spots per side, 8 spots total in the box. Maximum 2" angle iron, max 2" long. Maximum 3/8" bolt.
- Wheel wells can be bolted to the box floor in the same fashion as stated above. Max 2 hold downs per wheel well.
- The tailgate can be lowered. Tailgate can NOT be welded to the frame in any way, however you may have 2 of the 4 additional hold down points to the frame as stated above bolted to the tail gate. It can be welded, chained or bolted to the box (sheet metal only). IF WELDING, YOU CAN USE 1/2" ROD AS FILL, NO FLATBAR ALLOWED. You can use 2" angle iron vertically to attach the tailgate to the box sides. If using angle iron, it has to stay inside the box. NO WELDED ANGLE IRON ALLOWED HORIZONTALLY ON THE BOX FLOOR.

Body:

- All body mounts must remain in place and stock except where all tread passed through.
- Any body bolts that are replaced must remain factory size, with the exception of 2 cab mounts. Any 2 cab mounts may have the body mounts removed and replaced with 1" all thread through the floor of the cab. However, must have spacers equivalent to stock to maintain cab separation from body. DO NOT suck cab down tight to frame.
- Wheel wells may be trimmed.
- Fire wall may be cut out.
- Any creasing of body is allowed.
- 8 bolts per wheel are allowed. Max size 7/16" with max 2" washer.
- Rotted out floors may be replaced with same thickness material and tacked in place.
- 2 vertical front window bars are allowed with 2 horizontal bars across.
- 2 rear window bars are allowed.
- Window bars may be bolted or welded. If welded no more than 6" of weld per end.
- It is mandatory to have something behind the driver's head to prevent your head from going thru the back window.
- Trucks may be painted one colour. Drivers door does not have to be white.

Sample Pictures:



Example for type of cradle allowed and pulley protector.



Example of trans braces allowed.