

6000# COMPETITION STOCK

Vehicle must be street legal. Vehicle must have a windshield and windows that are operative per factory specifications. Vehicle must have complete headlight and taillight assemblies in working order. All factory controls (lights, signals, horns, windows, wipers, etc.) must be retained and operative. A complete interior, including dashboard, door panels, headliner, etc. is required. Removal of inner fenders is allowed. Vehicle must have unmodified stock front bumper. Any holes in floor must be covered.

ENGINE

- 1) Any gasoline or LP fuel may be used. No nitrous oxide or diesel. Fuel cells are allowed if permanently mounted behind the cab.
- 2) Engine must be a standard production truck or automobile engine of the same manufacturer as vehicle, with a bolt-in installation using stock parts. No obviously non-stock horsepower influencing equipment is permitted. Factory parts intended for racing or marine use are not permitted.
- 3) Must be correct make for vehicle. Factory mounting holes can be used for 67-72 Chevy.
- 4) Vehicle must have factory carburetor and intake manifold and retain all factory components. No adapter plates. Any stock type single carburetor or stock fuel injection can be used. No Dominators, Predators, etc. No dual feed carburetors.
- 5) Must have stock factory head and block with factory cast markings. Must have stock rockers, no roller rockers or roller cam.
- 6) Must have cast iron intake and manifolds unless vehicle came with stock fuel injection.
- 7) No headers are allowed. You may not run with open exhaust, you must have mufflers.
- 8) Drivers must remove their own valve covers upon request.
- 9) Belt driven fans are not allowed. Must use an electric fan.
- 10) Batteries must be secured in engine compartment or bed of the truck, cannot be in cab.
- 11) Chips will be pulled at end of class to check for safety equipment, aftermarket head and blocks and roller rockers.(18)

DRIVETRAIN

- 1) *Rear universal joints, and front if visible, must be protected by a minimum of 1/8" steel or 1/4" aluminum, full 360 degree enclosure, at least 6" long centered on each U-joint. Inside diameter of shield will be no more than 2" larger than U-joint. (14)*
- 2) No welded front differentials are allowed.
- 3) *Vehicle must have stock dimension bell housing. No spacers are allowed. (15)*
- 4) Dual wheels are not permitted.
- 5) Vehicle must use stock transmission and transfer case of same manufacturer as vehicle.
- 6) Vehicle must have *working* unmodified stock style brakes.
- 7) *All vehicles must have a SFI approved flywheel shield, scatter blanket, or bell housing. (14)*

CHASSIS

- 1) No weight is to be added to the front of the vehicle. Weights must be inside the box. Weights should be marked and must be secure. No forward mounted bracing for weight bar is allowed.
- 2) Frame-mounted hitch must be in stock location. It must be located a minimum of 40" for short box and 48" for long box vehicles from center of rear axle to hook point on clevis, or past stock uncut frame rails, whichever is farther.
- 3) Suspension must be stock with one shock absorber per wheel.
- 4) Stock springs must be retained. Limited to 10 leaves 5/16" or 1/4" thick only and only factory clamps can be used.
- 5) There must be movement within the judges' discretion.
- 6) Suspension lifts are not allowed. Body lifts up to 3" are allowed.

- 7) No blocks, stilts, or traction devices that alter hitch height or suspension are allowed. Bump stops must be in stock location.
- 8) Wheelbase or frame modifications which would influence pulling ability are not permitted. Must have factory wheelbase length.
- 9) Tires must be DOT approved and be marked no more than 33" tall or 12.5" wide, ***or equivalent***. All tires shall be unmodified street type. No cut tires. Bead locks are not allowed.
- 10) Flat racks are allowed if street legal and permanently mounted. They must be factory made or well constructed and be able to safely hold a minimum weight of 500 pounds.