

2022 Blizzard Bash ½- ¾ Ton Light Weld Truck Rules

-Promoted by Smash It Demolition Derby-

Head Tech: Stan Johnson at 937-508- 1516

**THIS IS NOT A SET OF RULES BUT A SET OF GUIDELINES OF HOW TO BUILD YOUR CAR.
IF IT DOESN'T SAY YOU CAN SPECIFICALLY DO SOMETHING THEN YOU CANT.**

General Rules & Regulations:

ALL RULES WILL BE FOLLOWED OR YOU WILL NOT RUN. JUDGES DECISIONS ARE FINAL!!

1. Any American made 1/2 - 3/4 ton pickup. Crew Cabs & Suburbans are allowed. NO 1 tons or frame swaps. **May be pre ran trucks.**
2. All drivers must sign driver's paperwork before being inspected or they will not run the event.
3. Drivers must wear a seat belt, helmet & fire suit jacket.
4. All drivers must attend the pit meeting before each event. Driver's meeting are always approx. 30 minutes before the event showtime.
5. 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.
6. Trucks may be inspected before any prize money is paid out. The trucks will be inspected by the Smash It Officials only. Everyone else will stay back until the truck is deemed legal.
7. 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.
8. **Stan Johnson at 937-508- 1516** 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!!!**

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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- 1st one we put out and the 2nd one you are done for that round.
4. Rollovers- you may keep going as long as car 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.

Truck Preparation:

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 truck.

DO NOT PAINT OVER TECH PAINT FROM INSPECTIONS BEFORE RETECH, IF CAUGHT YOU WILL NOT RUN!!!!

1. All trucks must be stock, unless modification is stated in the rules.
2. All glass, plastic, chrome, and interior must be removed from truck before arriving to the derby.
3. All trailer hitches and braces must be removed.
4. Batteries must be moved to passenger front floorboard. They must be properly secured and covered.
5. 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 your number on it for judging and recognition of the truck. **You cannot use the roof sign to strengthen the truck.**
6. All trucks must have working brakes when you come to tech. If the truck is not able to exhibit the ability to stop it will not be inspected.
7. 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!!

Bumpers: Front and rear bumpers may be changed to a seam welded, loaded car bumper, rear may have no larger than a 3-inch point. No adding bumper brackets to frame, If you choose not to install a factory car bumper you can use a (FLAT only) 6 ft. long max, 5 inch diameter or less, 3/8 thick square or round tube behind factory truck bumper welded to frame, No other metal can be added to bumper besides bumper skin, no sharp edges, cannot protrude past fenders (must be covered by a skin on front side). Bumpers may be welded to frame plus added 2x2 inch wide ¼ thick angle iron also to help secure to frame on all sides (do not run lengthways down frame as a bracket- bumper attachment only) no welding, or bolting of factory brackets, Bumper height max 27 inches to the top of bumper- min. 22 top of bumper. No open frame rails.

Frames may be shortened. 100% of the factory core support mount must remained untouched. 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, vin number if is ¾ or less or 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, you will be allowed two 1in. Max. rods welded to frame used for hood pin at core support, rods may be welded to core support 5 inches per rod (5 inch long filler material can be used to reach core support if not resting tight against), u will also be allowed a 5x5 inch washer welded to top of core support for hood pins to go through to hold in position, other 4 locations up to 1in. max hood pins, wires, chain, or 5 inch long angle iron welded to inner fender with pin welded on, must go from sheet metal to sheet metal only, - hood washers no larger than 5x5 inches ¼ thick, hood pins must be straight up and down 1 ft. max length. You may use 4 3/8 bolts each hole to bolt hood skin together hood openings around stacks. MUST have two window bars no larger than 3 in diameter or 2 #9 wires in windshield opening to prevent hood from entering drivers compartment for driver's safety.
- If frame is bent, you may plate 1-inch past bend both directions ¼" thick one side of frame only. If the bent area is over 6 inches long, **please call ahead for authorization**. No boxing of frames, you must have a minimum 1-inch gap between plates, 10 plates maximum per truck.

Body Bolts Trucks may have 8 locations of chains, bolts or u-bolts to secure box to frame, cab 6, and core support 2, (suburban's may only use 10 total throughout cabin compartment and 2 at core support) 1 in. diameter max size bolts with plate size no larger than ¼ inch thick x 8 inches square) bolts may be bolted through top of frame like factory or may weld to outside of frame, do not pin frame. Bolts MUST be ran VERTICAL. In addition, you may leave original body mounts in factory location but must remain 100% stock rubbers included, if removed and bolted solid you lose option to use extra factory location.

Truck 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. You will be allowed one location to wire box side to box side location of choice- cannot go to or around frame (4 strands of wire max, no chains).

- No folding box-sides over to create a wedge, may bolt fenders with 6- 3/8" bolts to bolt fenders together 2-inch washers max. threads must point inward.
- Outside fender creasing is allowed.

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.

- Drivers door may be welded solid and reinforced for safety (highly recommended).
- **Tail-gate** must be ran in upright position, no removing, 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). Angle on bottom of tailgate to box must not be connected to box plates.
 - Tailgate may be lowered and welded to end of frame rails to use as a bumper as long as no other form of bumper is not used. If bumper is used may lower tailgate and weld to top of frame only (not bumper) and chained in two lower locations, suburban back doors use tailgate rules to secure.

CAGE: (Mandatory) Must run a bar behind seat (no further back than 10 inches behind seat THIS INCLUDES EXT. CAB AND CREW CABS) and 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, these bars may kick back inward and attach to side of frame after going through the floor. 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, but these bars cannot connect or come in contact with rollover bar in trucks with boxes to stop truck from bellying. 5-inch diameter max on cage material, only attached to cab, floor or body mount plate not directly to frame. Suburbans may attach a floating gas tank protector off seat bar 24x24 protector must remain 4 inches away from any sheet metal. These are the only internal cage components allowed.
- **Box Roll Over Bar: (Strongly Recommended)** mounted in front of box, (must remain 5 inches gap min. away from top of cab, must stay vertical not angled) can bolt or weld to box floor or to box washer plates (not frame), no wider than frame on uprights, no wider than cab on top, may have kickers two feet back from uprights to support, and one crossbar across bottom of kickers to protect gas tank, roll over bar cannot attach to interior cage components.

Tires/Wheels: Any ply tire allowed, No split rims, No studded tires. Doubled tires and Solid Tires are ok – we don't want any flats!!! Valve stem protectors are ok. Tires may be screwed to rims. May have outer rim bead lip protectors 1 ½ wide, no bead locks or full centers.

NO foam filled drive tires for the arena shows for safety reasons.

Suspension: Front axle non leaf-spring trucks may install 3/4 bolt in center of a-arm welded to spring pocket to gain height. Front shocks may also be replaced with a piece of steel stock (bolted) in factory location to maintain ride height. Stock leaf packs, no adding leafs, you may have 6 leaf clamps per leaf pack total, no coil to leaf conversions on front axles. Factory leaf spring perches may be welded or bolted to frame to help from tearing off. 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.

Engine/Transmission: You may crossbreed engines and transmissions.

1. For older trucks with no engine crossmember 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, may weld motor mounts in size of factory mount. Engine must be bolted to mount with 2 bolts not welded. Trans coolers allowed if deemed safe, do not use rubber unbraided trans lines. Trans may be chained or wired to cross-member.
2. Block saver lower engine cradles with front plates are allowed without pulley protector. No additional braces are allowed in frames.
3. Distributor Protectors, Transmission Protectors, & Steel Tail Shafts will not be allowed.
4. You may have a bolt on aftermarket bell housing.
5. Any driveshaft may be used, sliders are ok.
6. Radi-barrels are not allowed, must use a radiator in factory location.

Battery/Gas Tank 2 batteries max allowed on passenger floor, properly mounted and covered, **NO BUNGE STRAPS!!**

- Gas tank must be removed, and one relocated in front of box, 8 gallon max.
 - o May use electric fuel pumps if well labeled (FUEL SHUT OFF).

Miscellaneous:

- **Stock steering components:** may alter steering shaft from box to steering wheel, tie rods may be reinforced in center.
- May use after-market shifter but it may not be used to reinforce the truck • Ignition and starter wires may be altered.
- **PINON BRAKES ARE ALLOWED**

This is a low build class, if rules don't say u can't do it don't assume u can!!!
MUST REMAIN STOCK OTHER THAN STATED IN RULES.

ALL RULES ABOVE MUST BE FOLLOWED