

2023 Farm Truck Rules

Any American made 1 ton pickup. Crew cabs and suburbans are permitted. Frame swaps are permitted. Preran trucks are permitted.

General Rules

1. Read all rules carefully and follow them! Any questions call Chuck Clark at 614-554-8892. There will be no stretching or bending of any rules or you will either run in the modified class or go home!
2. You must pass inspection within 3 times through or you will not be permitted to run.
3. A 12" x 12" roof sign is recommended. It can not strengthen the car in anyway.
4. Cars must be stock unless modifications are stated in the rules. Cars must have functioning brakes at all times on at least one axle. No painting of the frames, inside of body of the car, or underneath of the car and inside of the trunk.
5. A helmet, seat belt, and eye protection must be worn at all times on the track.
6. If it doesn't say you can do it, don't do it.
7. Any controversies or protests must be brought up during the drivers meeting. We have the right to reinspect, cut, or drill any car at any time. If you are caught breaking the rules you will forfeit all winnings and/or prizes you are due. If you stretch a rule, you will lose that rule.
8. All airbags, glass, plastic, and interior must be removed before arriving to the event.
9. Any aftermarket parts must be approved by Smash It (Tim at 740-272-1188). You must call and submit pictures for approval. Parts that are not approved before the derby are not permitted to run.
10. No painting of the frames, inside of the body of the car, or underneath of the car and inside of the trunk. This includes overspray. If found with paint within those areas, the car will not even be inspected.
11. All trailer hitches and braces must be removed.
12. Batteries must be moved to the passenger front floorboard. They must be properly secured and covered.
13. Patching and rust repair will be permitted only if cleared by an official.
14. Officials' decisions are final! All cars are subjected to re-inspection at any time.
15. If the car is found to have plate on the frame or body that the rules do not allow the car will not be permitted to run. There will be no option to fix this problem.
16. If you hammer/shape/weld on the frame in any manner not covered in the rules you will not be able to run. There is no fixing this.
17. 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

18. You are not permitted to hit anyone in the driver's door. If you do, you are disqualified. If you use your driver's door to take advantage of this rule, the car that hit you is not disqualified.
19. You may not get out of your car for any reason during the heat until you are out.
20. You are only permitted to have 1 fire in your car. This will result in a disqualification.
21. No sandbagging, teaming, or holding. Any of these will result in a disqualification. You can not pin to win.

BUMPER

The front and rear bumpers may be changed to a seam welded loaded car bumper. No Chrysler pointy bumpers are permitted. The rear may have no larger than a 3" point. No adding bumper brackets to the frame. You can use 4" x 4" box tubing that is 1/4" thick as a bumper that is no more than 5 feet long with no point. No other metal can be added to the bumper besides the bumper skin. No sharp edges are permitted and it can not protrude past the fenders (must be covered by a skin on the front side). Bumpers may be welded to the frame plus 2" x 2" x 1/4" angle iron also to help secure them to the frame on all sides. Do not run lengthways down the frame as a bracket (bumper attachment only). No welding or bolting of the factory brackets. Bumper height is a maximum of 27" to the top of the bumper and a minimum of 22" to the top of the bumper. No open frame rails are permitted.

FRAME

Frames may be shortened. 100% of the factory core support mount must remained untouched. No welding other than what is specified. No adding extra braces in the frame or engine cradles

- Hood may be chained with 3/8" chain, wired, or bolted in 6 separate locations. Two chains or wires may go from the core support to the bumper. You will be permitted a maximum of two 1" rods welded to the frame used for the hood pin at core support. Rods may be welded to the core support 5" per rod (5" long filler material can be used to reach core support if not resting tight against), You are permitted a 5" x 5" inch washer welded to the top of the core support for the hood pins to go through to hold in position. other 4 locations up to 1" max hood pins, wires, chain, or 5" long angle iron welded to inner fender with pin welded on, must go from sheet metal to sheet metal only. The hood washers can be no larger than 5" x 5" x 1/4". Hood pins must be straight up and down at a maximum of 1 foot. You may use four 3/8" bolts each hole to bolt hood skin together the hood openings around the stacks. You must have two window bars no larger than 3" in diameter or 2 #9 wires in the windshield opening to prevent the hood from entering the driver's compartment for the driver's safety.
- If the frame is bent, you may plate 1" past the bend both directions 1/4" thick on one side of the frame only. If the bent area is over 6" long please call ahead for authorization. No boxing of frames is permitted. You must have a minimum 1' gap between plates. A maximum of 4 plates is permitted per truck.

BODY BOLTS

Trucks may have 8 locations of chains, bolts or u-bolts to secure the box to the frame, cab 6, and core support 2, (suburban's may only use 10 total throughout cabin compartment and 2 at the core support) You are permitted a maximum of 1" bolts with the plate size no larger than 1/4" x 8" square. The bolts may be bolted through the top of the frame like factory or may be weld to the outside of the frame. Do not pin the frame. The bolts must be ran vertical. You may leave the original body mounts in the factory location but they must remain 100% stock (rubbers included). If you removed and bolted them solid, you lose the option to use the extra factory location.

TRUCK BOX

The box may be bolted to the cab in 4 locations. You are permitted 1" bolt size 5" x 5" plates and may weld the cab and box together all the way around on the outside only. You will be permitted one location to wire the box side to box side location of choice. It can not go to or around the frame (4 strands of wire max, no chains). No folding box sides over to create a wedge is permitted. You may bolt the fenders with six 3/8" bolts. To bolt fenders together you are permitted a maximum of 2" washers. The threads must point inward. Outside fender creasing is permitted.

DOORS

The doors may be chained/wired in 8 locations per seam or welded all the way around with 3" x 1/4" door strapping. The driver's door may be welded solid and reinforced for safety. The tailgate must be ran in the upright position. You can not remove it. It may be chained in 8 locations per side or welded all the way around. Angle on the bottom of the tailgate to the box must not be connected to the box plates. The tailgate may be lowered and welded to the end of the frame rails to use as a bumper if no other form of the bumper is not used. If the bumper is used may lower tailgate and weld to the top of frame only (not bumper) and chained in two lower locations. For suburban back doors, use the tailgate rules to secure it.

CAGE

You must run a bar behind the seat no further back than 10" behind seat. This includes extended cab and crew cabs. Across the dash you may use 6" x 6" plates on the ends. You may connect the dash bar to the seat bar along with two down bars to the floor on the driver's door for protection. These bars may kick back inward and attach to the side of the frame after going through the floor. You may also add one down bar on pass the door to the floor to protect the battery. You may attach a rollover bar from the seat bar up to or over the roof and down to the dash bar but these bars can not connect or come in contact with the rollover bar in trucks with boxes to stop the truck from bellying. You are permitted a maximum of 5" diameter on cage material. It can only attached to the cab, floor, or the body mount plate not directly to the frame. Suburbans may attach a floating gas tank protector off the seat bar. A 24" x 24" protector must remain 4" away from any sheet metal. These are the only internal cage components permitted. A box roll over bar is highly recommended and can be mounted

in front of the box. It must remain a minimum of a 5" gap away from the top of the cab and must stay vertical (not angled). You can bolt or weld to the box to the floor or to the box washer plates (not frame), no wider than frame on uprights, no wider than cab on top. You may have kickers two feet back from the uprights and one crossbar across the bottom of the kickers to protect the gas tank. The roll over bar can not attach to the interior cage components.

TIRES & WHEELS

Any ply tire are permitted. No split rims, No studded tires. Doubled, foam filled, and solid Tires are permitted. Valve stem protectors are permitted. Tires may be screwed to rims. You may have the outer rim bead lip protectors 1½" wide. No beadlocks or full centers are permitted.

SUSPENSION

Front axle non leaf spring trucks may install ¾" bolts in center of the A-arm welded to the spring pocket to gain height. The front shocks may also be replaced with a piece of steel stock bolted in the factory location to maintain height. The stock leaf packs, no adding leaves. You may have 6 leaf clamps per leaf pack total. No coil to leaf conversions on the front axles. Factory leaf spring perches may be welded or bolted to the frame to help from tearing off. You may add two 3/8" chains per axle to the frame. All trucks may swap to ¾ ton rear ends and they may be welded posi. You are permitted a rear end brace.

ENGINE, TRANSMISSION, & DRIVETRAIN

1. You may crossbreed engines and transmissions.
2. For older trucks with no engine crossmember you may use a 5" x 5" 8" long 3/8" max thickness piece of tubing to weld solid to the frame vertical or horizontal and build out from the tubing to the mount engine mount. It can not connect mount to mount. No homemade or car cradles are permitted to tie the rails together. It can be gusseted back to the tube but not to the frame. Do not use the firewall as a brace. You may have 2 chains or wires to the frame to hold the motor in place. You may weld the motor mounts in the size of the factory mount. The engine must be bolted to the mount with 2 bolts, not welded. Transmission coolers are permitted if deemed safe. Do not use rubber unbraided transmission lines. Transmissions may be chained or wired to the cross member.
3. Block saver lower engine cradles with front plates are permitted without a pulley protector. No additional braces is permitted on the frames.
4. Distributor protectors, transmission protectors, and steel tail shafts are not permitted.
5. You may have a bolt on aftermarket bell housing.
6. Any driveshaft may be used. Slider drive shafts are permitted.
7. Radi-barrels are not permitted. You must use a radiator in the factory location.

BATTERY & GAS TANK

A maximum of 2 batteries is permitted on the passenger floor. They must be properly mounted and covered. No bungee straps are permitted. The stock gas tank must be removed and one relocated in front of the box. 8 gallon max. You may use electric fuel pumps if they are well labeled (FUEL SHUT OFF).

MISC.

- Stock steering components may alter the steering shaft from the box to the steering wheel. Tie rods may be reinforced in the center.
- You can use an aftermarket shifter but it may not be used to reinforce the truck
- The ignition and starter wires may be altered.
- Pinion brakes are permitted.

FIX IT PLATES

1. All cars are permitted four 4"x4"x1/4" square fix it plates. Once plates are put on, they may not be cut off and moved. There must be a 1" gap between the welds of these plates.