

Work Stock Gas Competition Class

The Work Stock class is designed for daily-driven pickup trucks.

Valid DOT registration and license plates are mandatory.

Weight:

6,500lbs max weight including driver.

Seat Belts:

The OEM restraint system is mandatory (seat belts) and must be worn.

Apparel:

A shirt and full length jeans are required. NO SHORTS!

Helmet:

A helmet is not required for this class, but the extra safety is appreciated.

Credentials:

All drivers must have a valid state driver's license.

Tow Vehicles:

Tow vehicles are prohibited.

Ballast:

Ballast is permitted. Hanging front weights are prohibited. Ballast may be added in the bed of the truck. If used, ballast must be secure in the bed. Final decisions rest with the tech officials.

Body:

The body must be an OEM truck body. The body must retain full sheet metal. Metal after-market hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled.

Batteries:

The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

Lights:

Complete headlight and taillight assemblies (all) are mandatory and must be operational.

Glass:

Complete OEM windshield and windows are mandatory.

Firewall / Floorpan:

The complete OEM firewall and floor pan are mandatory.

Radiator:

Radiators must be in the stock location and be of at least stock size.

Chassis:

The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc. are prohibited.

Transmission / Transfer Case:

An OEM transmission and transfer case are mandatory. The transfer case must have been an option on a one-ton or smaller pickup truck. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose.

Engine:

The engine is limited to a stock-appearing, OEM spark ignition engine offered in a light truck.

Turbochargers:

Turbochargers permitted only where offered in make-specific OEM applications in stock configuration.

Exhaust:

The exhaust must exit rearward of the driver's compartment. Stacks exiting through the

hood or fender well are prohibited. If the muffler or catalytic converter have been changed from stock, and a turbocharger is present, two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical or a muffler that is not straight through.

Fuel:

The fuel must be pump gas or propane only.

Fuel Pump:

The fuel injection pump is limited to a stock-appearing, OEM engine model-specific pump or equivalent only. Pumps from different years in the same engine model may be interchanged.

Fuel Tank:

Racing fuel cells are prohibited and must be removed from the vehicle.

Fuel Enhancers:

Nitrous oxide, water injection, and alcohol are prohibited. No oxygen extenders are allowed. All system components must be removed from the truck.

Hitch:

The hitch must be a "Reese"-style hitch; reinforcements are permitted. Trick hitches are prohibited. The hooking point must be the rear-most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00 x 3.50 inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop.

Axles:

Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.

Steering:

The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

Suspension:

An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. The rear suspension must maintain a minimum compression shock travel of one inch; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected.

The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Final decisions rest with the tech officials.

Brakes:

Four-wheel hydraulic brakes are mandatory.

Tires:

The tires must be DOT street tires. Cut tires are prohibited.

Wheelbase:

The vehicle must retain the original factory wheelbase and track width.

Tech officials' decision will be final in all matters of interpretation of the intent of the above rules.