TRUCK Class rules

Goals for the class

- Increase RX participation by targeting a new class of popular vehicles that has largely been excluded from competition.
- To develop an “initial” rule set that will enable a wide selection of vehicles with similar opportunities to be competitive in their class and to do so safely.
- To blend existing RX rules with successful desert racing rules that could make this Truck Class a relatively low-cost opportunity for new members to enjoy our sport.
- To have this combination of goals result in a potentially streetable racer for weekend fun.

Eligibility requirements

1. Open to rear wheel drive (RWD) vehicles marketed as mini or mid-sized pickups that carry a manufacturer’s GVWR rating of less than 6000 lbs.
2. There must be a minimum of 4000 series vehicles sold to the public in the U.S.A. within a 36-month period.
3. Vehicles must have a truck bed that is behind the passenger compartment and separate from the cabin of the truck. Flat beds, utility beds, and other non-factory beds are prohibited.
4. Engines must be naturally aspirated (NA) piston engines with a maximum displacement of 4800cc.

Preparation requirements

1. Minimum width must be 95% of truck height. Width is the track width of the vehicle measured from the center of the tire to the center of the tire, and height is measured from the ground to the highest point on the roof. Either or both dimensions may be altered to achieve this required metric.

Preparation allowances

1. All Prepared Category, 3.3.D. modifications are allowed.
2. Parts offered for sale from the same OE manufacturer, with an OE part number, for the same model, as dealer-installed accessories, over the counter accessories, or performance parts are allowed.
3. Suspension component changes allowed are:
    a. Toyota a-arm vehicles may use 1993-1998 Toyota T-100 series OEM front spindles.
    b. Ford I-beam vehicles may change suspension mounting points, change or modify steering components, and modify the frame to use I-beams with OEM mounting points from a different year of the same model of the vehicle (i.e. Ranger to Ranger).
    c. Leaf spring traction bars may be added
    d. Solid axle lowering kits such as drop shackles and drop spacers may be added

4. Complete drivetrains from eligible alternate trim levels or option packages from the same model and model year of the vehicle may be used without performing a full package conversion. A complete drivetrain includes the engine, transmission, differential, electronics, and any ancillary parts unique to the drivetrain.
5. On engines of less than 2500cc of displacement, the cylinder head may be modified. Camshafts, pushrods and valves, springs, and other cylinder head internal parts may be replaced or modified.
6. Any fuel pump is permitted.
7. Rear seats and all carpets may be removed.
8. Air conditioning and heating units may be removed.
9. Wheel openings in fenders may be enlarged for tire clearance. Aftermarket fender flares may be added.
10. Safety fuel cells are encouraged and, if installed, must be mounted on the bed load floor.
11. Metal ballast plates may be added to the bed load floor or frame of the vehicle. They must be securely fastened by at least two ½" bolts, lock nuts of SAE Grade 5/Metric 8.8 or better, and large-diameter, load-distributing washers. Each piece of ballast must not weigh more than 50lbs and must include a permanent mark to identify the class and number of the vehicle it was installed on.