Rally Truck Class - Proposed Rules

Vehicles built from a two-wheel drive mini, mid-sized pickup platform and no larger than ½ ton designation. Manufacturer's stock wheelbase must be retained. Vehicle must have been series produced in quantities of at least 4000 units within a 36-month period. There must be a minimum of 4000 series vehicles sold to the public in the U.S.A. within a 36-month period. Vehicles must be marketed as a mini, mid-sized or ½ ton pickup and be readily available to the g public in the U.S.A.

Preparation allowances:

All Prepared category modifications are allowed. All components must remain stock as delivered from the manufacturer unless otherwise stated within. Manufacturer's body, chassis, engine, transmission, and differentials must be retained. 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 considered original equipment. Vehicle must maintain original manufacturer's delivery weight.

Suspension

1. A-arms, I-beams and torsion bars must remain stock as delivered by the manufacturer of the chassis to which it is attached, unless specifically stated otherwise herein. All suspension components must remain stock size, shape, and configuration as delivered by the manufacturer; no addition or removal of material is permitted unless stated otherwise herein. Aftermarket lowering kits are allowed.
2. Specific component changes allowed:
   a. Toyota a-arm vehicles may use manufacturer-stock T-100 series spindles.
   b. Ford I-beam vehicles may use back dated manufacturer's stock I-beams for the same model of vehicle (Ranger to Ranger).
3. Leaf spring traction bars are allowed.

Engine/Drivetrain

3. Any engine may be used providing that it is listed as standard equipment or an option for that model of vehicle in its year of production. Engine must have a maximum of six cylinders with a maximum displacement of 4300cc.
4. Any make of automotive carburetor(s) or factory stock fuel injection may be used, providing they maintain a maximum of one venturi per cylinder.
5. Diesel, gasoline, pump grade unleaded and gasoline/ethanol blends are allowed.
6. Differentials must remain OEM specific. Gear ratios are open.

Interior

7. Dash must maintain a stock appearance. Items that may come off during competition such as ashtrays, glove box, etc. may be removed. Aftermarket gauges in any location may be used. Headliners, visors, rear seats, and carpets may be removed.
8. Air conditioning and heating units may be removed.

Body/Chassis

9. Lateral stability is most influenced by the height of a vehicle's center of gravity and the distance of that point from the outside wheel centerline. Minimum width must be 95% of truck height. Width is the average track width of the vehicle, and height is measured from the ground to the highest point. Either or both dimensions may be altered to achieve this required metric.
10. Bumpers may be modified.
11. Wheel openings in fenders may be enlarged a maximum of 2 inches for tire clearance. Front fenders, rear fenders or bedsides must remain factory stock materials. Aftermarket fender flares may be added. Fenders must retain stock appearance and location. Front inner fender panels may be modified to a minimum for shock installation.
12. Wheelbase, body/chassis combinations for the year of manufacture must be retained.
13. Pickup bed floors must remain intact except for the material removal required for sinking the fuel cell. Metal ballast plates may be added and must be securely fastened.
14. Hoods, doors, and bedsides must remain stock as delivered by the manufacturer. Tailgates are optional. Stock front grill assemblies are required.

Driver Protection

15. If so equipped, roll bar design must comply with IV. SCCA TIME TRIALS SAFETY RULES, Section 2.2.1.
16. Safety fuel cells are allowed and must be mounted on the bed or load floor.