

UPR TRUCK RULES

1. **ANY** full size 1/2, 3/4, or 1 ton LT Truck, SUV, Suburban, or Van may compete. No compact truck, foreign truck, or passenger cars allowed. 4x4's may compete with the front drive shaft removed.
2. **BUMPERS** must be an automotive or LT Truck bumpers and bumper brackets in any position may be used front or rear. No aftermarket bumpers, homemade bumpers, or bumper brackets allowed, they must appear stock. All trucks **MUST** have bumpers on front and rear. Two 4" wide 1/4" thick straps may be welded vertically from rear bumper to tailgate, weld 5" on bumper, and 5" on tailgate. Two 4" wide, 1/4" thick, 8" long straps may be welded horizontally on front and rear bumpers. Rear bumper welded from bottom of tailgate to the bumper and front bumper welded, from bumper to radiator support. Front and rear bumper may have wire in 4 locations, 4 strands from front bumper to radiator support and rear bumper to tailgate. Bumper brackets and bumper may be welded solid. Bumpers must be stock height, all models may raise front to level with rear, but if it looks too high it is, and it will have to be let down, or not run per judge's discretion.
3. **CAB AND BOX MOUNTS** may be removed. Body bolts may be replaced with a **MINIMUM** 5/8" bolt and a **MAXIMUM**, of 1" bolts. Four **ADDITIONAL** bolts must be added from cab to frame, and four bolts from box to frame or a **MINIMUM** of 8 **EXTRA** bolts to hold cab and box or body on. Washers 1/4" thick 6"x 6" on top and 3"x 3" on bottom must be added. Washers to hold cab and box to frame may not touch each other.
4. **ENGINE** and transmission of choice maybe used. Motor mounts may be welded, chained, or cabled and added solid engine mounts okay as long as it is not reinforcing the frame.
5. **EXTRA REINFORCEMENTS** No wire, sheet metal screws, chains, cables, bolts, or added metal unless specified in rules, **JUST WELD IT.**
6. **FENDERS** front and rear may be rolled, welded or bolted with no added metal.
7. **FRAME** may not be reinforced, and no filling in holes on frame. The cab maybe welded to the frame and box to the frame and all riveted frame brackets. The very front 8" of frame and very back 8" of frame maybe reinforced no longer than 8" and no taller than the factory frame. No connecting the frame rails to each other with added metal. Frame may be repaired if broken. Use the same thickness of metal as frame to repair or just weld it. If patches are excessive in anyway they will be cut at judge's discretion.
8. **HOOD** must remain in factory position. The front two hood bolts must go through the front radiator support mount and frame with no spacer, all other hood bolts must be welded to body only. Hood may be welded solid with 3/8" filler rod, or **MUST** be bolted, or chained in a **MINIMUM** of 4 locations and a **MAXIMUM** of 8 locations. A 5"x 5" 1/2" thick washer must be used on top of hood bolts, to keep bolts from pulling through. The bolts must be **MINIMUM** of 5/8" or **MAXIMUM** of 1", (Bolts must not be directly in front of radiator), or **MINIMUM** 4 chains 3/8" thick. There must be one 12" hole cut into hood for fires and the tin maybe bolted or welded around each hole.

9. **RADIATOR** must remain in stock position. Radiator blow by tubes must be secured and remain pointing down at all times. No extra cooling allowed for radiators. Original or electric fans okay and ratchet straps may be used to secure radiator. Cooling fans must be covered by hood or removed. Top of radiator support may have one piece of angle iron 2"x 2" 1/4" thick from fender to fender, and two 2"x 2" 1/4" thick angle iron or square tube, from radiator support to top of frame in front of control arm/A-frame. Air conditioning condenser may be welded to front of radiator support.
10. **REAR END** and front end must not be larger than 1-ton LT Truck. Rear end only maybe reinforced and hybrid rear ends allowed. No reinforcements on front axel. The rear end may be tied to the frame in two locations with 3/8" cable or chain. Leaf spring trucks must have a 2" stager, and no double main leafs. A **MAXIMUM** of 11 leaf springs on rear axel and 5 leafs on front axel. A total of 3 spring helper clamps in front of axle and 3-rear of axle per side on front and rear leafs. These clamps must only be a **MAXIMUM** of 2" wide, 5" long, and 1/4" thick. The leaf spring mounts may be welded to the frame front, and rear. Welded or posi-track rear end is highly recommended.
11. **SHOCKS** may be welded solid.
12. **STEERING** tie rod ends must be stock, the center section of tie rods may be reinforced. Steering columns maybe welded in and altered to prevent steering loss. All suspension components must remain stock and may not be reinforced. A-arms maybe welded or bolted to the frame to raise front end and prevent them from falling off.
13. **TAILGATE** must be chained, bolted, or welded securely to box or removed.
14. **TIRES** any ply with a **MAXIMUM** of 31" height. Tire inside a tire, tubes, solid tires, implement tread tires, valve stem protectors and grease on tires are all okay. No water or other ballast in tires, studded tires, duel tires on rear, split rims, paddle rims, or reinforced rims. All wheel weights must be removed.
15. **WELDING** All cab and box seams interior and exterior may be welded. The cab and box maybe welded together, and use a fill material to fill in the gap between the cab and box. Doors and tailgate may be welded with metal no more than 3" wide **MAXIMUM**. If doors and tailgate are not welded, they must be bolted, or chained, with same size bolts or chains as hood, **IN A MINIMUM OF 2 LOCATIONS PER DOOR OR TAILGATE** for safety. Tops of doors may be beat down and welded with no added metal. Rust holes or metal tears may be patched. Use a **MAXIMUM** of 1 layer of stock metal to patch rust or tear use only enough metal to patch hole or tear or just weld it.

REMEMBER JUST WELD IT

Call with questions before you build! (308) 215-0241 or email gng38@yahoo.com
Events

- June 19th Broken Bow Chamber Derby – Custer County Fairgrounds, Broken Bow, NE