



2011 Rules and Regulations Dirt Truck Racers Association, Inc.

A. CHASSIS

1. 1978-1988, 108.1 inch wheel base General Motors intermediate metric frame only. All wheel bases must measure 108 inches, plus or minus ½ inch.
2. Frames must be "X"ed with 1 3/4 X .095 inch tubing or have side frame rails braced with 2 inch X 3 inch X's using .125 inch tubing a minimum of 5 foot long on each side.
3. Rear tail section may be replaced from behind rear end housing as long as rear spring tubs or cups remain in stock location. Tail section tubing must be the same dimension as stock frame rail or 2" X 3" X .125 inch tubing.
4. No frame lightening, no drilling of holes or acid dipping of any parts.
5. Lower front A frame mounts and rear trailing arm mounts must remain in the same location.
6. The only alterations allow to the frame are as follows:
 - a. removal of the tab on forward side of the front cross member
 - b. removal and replacement, rear tail section (see above)
 - c. trimming or modification of double section of frame on right side to allow use of homemade transmission mount
 - d. The upper "A" frame mounts may be replaced with steel mounting plates so long as the "A" frame pick up points are located in substantially the same location.
 - e. Rusted areas must be repaired, but must match original design

B. SUSPENSION

1. Upper A-frames may be replaced by steel tubular A-frames. The shafts must be steel.
2. The steering sector may be replaced by another OEM stock sector that mounts in the existing mounting holes with no alterations or adapters. No Aluminum sectors allowed.
3. Only GM passenger car spindles are allowed. Spindle must have GM Stamp. No truck, after market or dropped spindles.
4. One shock allowed per wheel. Shock must be steel bodied. Shocks may be mounted in either direction. No magnetic fluid or adjustable shocks allowed.
5. Racing springs allowed. (minimum spring diameter of 5" on front springs)

6. Screw type weight jacks allowed.
7. No chassis adjustment devices which would allow the driver to adjust the set up of the chassis from inside the truck are allowed.
8. Only GM OEM ball joints, tie rods, idler arms and drag links for GM frames may be used.
9. Only GM OEM front or rear sway bars may be used, in stock position only.
10. No titanium, magnesium, carbon fiber or aluminum components allowed anywhere in the suspension.
11. All other suspension components must match the frame.

C. ROLL CAGE

1. All round tubing is to be 1 3/4 inch by .095 inch HREW, CREW, DOM or Chromemoly.
NO EXCEPTIONS!
2. All trucks must have a full frame width (4) four-point cage that is extended through the top of the frame to the bottom of the frame and securely welded at both points to prevent frame from collapsing.
3. The main hoop behind the driver must be as wide as the frame and "X"ed and cross-braced and securely welded to the frame on both sides. (see C-2) Placement of the main roll cage hoop is 73 inches back from the center of the original front shock mount hole to the back of the main hoop tubing, plus or minus 1/2 inch.
NO EXCEPTIONS. IF THIS MEASUREMENT IS NOT CORRECT THE CHASSIS IS ILLEGAL.
4. No laid back" or offset cages allowed.
5. The roof hoop or halo bar and main hoop must be mounted as close to the roof as possible. The roof hoop or halo bar must be a minimum of (51 inches) wide outside to outside.
6. The front of the cage must have at least (2) two cross supports side to side, one dash level and one at the roof. The roof one is not necessary if the main roof hoop is one continuous piece.
7. Minimum of (4) four horizontal driver's side door bars. Bottom door bar must be a minimum of (3) three inches away from the frame rail. Door bars must have at least (8) eight vertical spacer bars between them, (2) two between each set of horizontal bars and (2) two of the spacer bars must extend to the frame rail. 16 gauge sheet steel must be securely welded to the outside of all left side door bar openings for intrusion protection. (Except (2) two only may be left open for servicing brake and clutch master cylinders.)
8. Passenger side must have a minimum of (3) three horizontal door bars mounted no closer to the driver than the right side frame rail.
9. One diagonal or a centered front to rear bar in the roof halo is mandatory.
10. Gussets are recommended on all 90 degree corners.
11. Wing or vent window bars on both sides are mandatory and must be a minimum of A the window opening height.
12. Six (6) rear braces must support cage. Two (2) of which may be the main kicker bars. All braces must be a minimum length of 28 inches.
13. Main kicker bars must protrude from the back of the roof and go down through the bed cover behind the rear wheels.
14. Six (6) front braces must support cage. Two (2) of which may be the front engine hoop and must extend forward past the front wheels. All braces must be a minimum length of 16 inches. At least one (1) driver's side brace must protect the foot box.

D. INTERIOR

1. Steel or aluminum fire walls between engine compartment, fuel cell area, and driver's compartment are mandatory and must be completely sealed. Full floor pan (frame width) must extend to the rear of the cab. The floor pan may not extend lower than the frame and not higher than the drive shaft tunnel.
2. No tinning of the interior to form a cockpit is allowed.
3. Floor must be a minimum of 16 gauge steel.
4. Interior material must be steel or aluminum and minimum 030"

E. ENGINE

1. There is no claim for any truck part allowed.
2. Distributor type ignition only. Kill switch within easy reach of the driver. The switch must be clearly marked "off" and "on". No computers, timing retard controls, crank triggers, capacitor discharge, magnetos or similar systems, or digital gauges. No data recording devices except a single recall tachometer. No adjustable ignition control boxes. Only one 12 volt ignition box allowed must be out of driver's reach. No additional ignition accessories. No more than one coil may be used. Only change allowed to ignition box is one high-end rev limiter. Setting can be changed through one chip only, or an internal setting inside box. No programmable or digital display tachometers. No driver or remote controlled advance or retarding devices allowed. No steering wheel mounted buttons or switches. No magnetos. No electronic traction control devices.
3. The only carburetor allowed (except on Crate Engines) is a Holley Model 4412 / 500 c.f.m. two-barrel. The choke housing may not be altered or removed. Choke butterfly & shaft must be removed. Carburetors must pass DTRA gauges. Absolutely no grinding, drilling, filing, polishing or metal removal allowed in the choke, venturi, or carburetor. Butter-fly area, High and low speed air bleeds excluded. O.E.M. boosters allowed only. Boosters may not be altered or moved in any way. No after market, dog leg or similar boosters allowed. All casting and manufacturing marks must remain. No induction of air below the choke housing allowed. Spacers are allowed below the carburetor but carburetor must be mounted in conventional direction. No velocity stacks allowed. Epoxying or safety wiring of boosters to main body highly recommended, but must not interfere with carburetor tech gauges. No excessive epoxy. Over center throttle stop recommended. Two (2) throttle re-turn springs mandatory. No hydraulic or electronic throttle returns or solenoids anywhere in the fuel system.
4. Mechanical fuel pumps only. No belt drive type fuel pumps allowed. No plastic or glass fuel filters allowed.
5. The air cleaner must use a solid top and bottom with air entry through the perimeter only with no shields, baffles or other add on equipment. No ducts, holes, vents, tubes or any other air diverting component shall be used to divert air to the air cleaner or from inside the air cleaner, to the carburetor. No carburetor heat shields or cowl air venting or induction allowed. Hood must fit tightly to the cowl/windshield area. Air cleaner must fit on carburetor, no remote cleaners. Unaltered air cleaner element must be used.
6. No aluminum heads or blocks. 23 degree Chevy heads only. 2 - Valves per cylinder only. All engine casting marks, numbers and markings must remain.
7. No dry sump oiling systems or external crank case vacuum pumps. After market oil pans, scrapers, windage trays and pumps allowed. A single stage, external oil pump as O.E.M. replacement on Ford only, but must use aeroquip type high pressure lines and fittings. Engine oil cooler not

allowed in driver's compartment and must have aeroquip type high pressure lines and fittings.

8. No roller, mushroom, Shubeck, radius or oversized lifters for the engine used allowed.

9. The engine must be mounted in the center of the truck left to right. The center of the forward most sparkplug hole can be no further back than the leading edge of the front cross member. NO TOLERANCE!

10. V-8 engines only, no overhead cam type engines.

11. Gauges and Electronics: No radio transmitting or receiving devices. (exception is one-way RACEceiver radio by officials). No electronic monitoring computer devices capable of storing or transmitting information except a single peak recall tach. (exception is one-way LAPceiver radio). No traction control devices of any kind, either mechanical or electronic.

12. Crate Engine Rules: Unaltered and sealed GMPP crate engine, part #'s 88956602 or 88958604 may be used in DTRA competition. Upon inspection, any different, altered or crate engines missing the GM seal bolts will result in disqualification causing the loss of ALL DTRA series points accumulated for the season, as well as any purse money for that particular event. The second offence will result in a \$1,000 fine and a one year suspension.

DTRA trucks competing with GMPP crate engine part #'s 88956602 or 88958604 will be allowed to compete at a weight of 3100 lbs. DTRA trucks competing with GMPP crate engine part #'s 88956602 or 88958604 will be allowed to compete using any 4 barrel carburetor.

F. TRANSMISSION AND CLUTCH

1. Automatics: Transmission must have at least one gear forward and reverse, plus a neutral position. Transmission must have working front pump. With motor running, the truck must be able to engage in gear and move forward, then backward. The flex plate must be bolted directly to end of crankshaft. Unaltered flex plate must be full OEM, or OEM replacement. Factory transmission cases only. (Except OEM bell housing may be removed and replaced with heavy duty cast aluminum safety shield that bolts to the front pump.) When using heavy duty cast aluminum safety shield it is not necessary to use steel flex plate shield. Shift kits and manual valve bodies are allowed. No transmission coolers in driver's cockpit area must be under body panels. Trucks must have an approved scatter shield or blanket. Scatter shield may be constructed of .25-inch by three inch steel, 270 degrees around flex plate or flywheel. Functioning shifter must be in stock location on transmissions. Functioning shift levers must be in OEM location.

2. Manual: Transmission must have at least one forward and reverse gears, plus a neutral position. All manual gear-type transmissions must have a standard OEM case and must have a working external-disc clutch. The only OEM manual transmissions allowed are 3 or 4 speeds. No five speed transmissions, 'in and out' boxes, or quick change devices allowed. A single flywheel must bolt directly to the crankshaft with no modifications or adapters and must have a working 7.25 inch minimum diameter, steel and/or aluminum, with a single or multi-disc clutch inside explosion-proof steel bell housing that surrounds the top of the clutch/flywheel area by at least 270 degrees. The pressure plate must be bolted directly to the flywheel. All drive line components with the bell housing must rotate at the same RPM as the engine while the truck is in any gear. All flywheels, pressure plates and disks must rotate. Functioning shift levers must be in OEM location. Bert and Brinn transmissions are not legal.

3. A steel safety cable of not less than 1/8 inch is required under all automatic transmissions. It must run from frame to frame just in front of the transmission pan and must be tight enough to hold transmission in case of fastener failure. All transmissions must have a frame to frame transmission

mount bolted to the transmission with sufficient strength to support the weight of the engine and transmission. In these applications, if the frame is X'ed, the X is considered part of the frame.

4. Steel drive shafts only with a minimum of 2- 1/2" diameter required. Drive shaft must be painted white. An approved drive shaft safety loop must be installed within 6" of the front "U" joint. Material used must be a minimum of 1/4" x 2". No torque cushioning devices on drive shafts.

G. REAR END

1. Rear end must be locked by welding or spool. No limited slip, posi-traction or other similar devices. No traction control devices allowed electronic or other type.

2. No aluminum center sections, housings or gun drilled axles allowed. No cambered rear-ends. Aluminum spools are legal.

3. Stock type after market axles allowed. Ford 9" floaters and grand nationals are allowed and highly recommended. No torque cushioning devices allowed on drive plates or front yokes.

4. No quick change transmissions, rear ends or other types allowed.

5. No heavy-duty truck type rear ends, 3/4 ton, etc. No speed sensors on wheels, drive shafts, transmissions, flywheels, or any other place on/in the truck.

6. Lower trailing arm mounting point maximum length is 3 1/2 inches, plus or minus 1/2 inch, measured from the axle tube down to the mounting point.

H. BRAKES

1. Brake system must be stock conventional intermediate metric disc front, drum or metric disc rear, hydraulic non-ABS system. After market, stock type, center vented, rear disc allowed. No solid discs allowed.

2. After market brake pedal assembly and master cylinders allowed.

3. A brake balance bar may be used but all four brakes must work. Brakes may be adjustable from the driver's seat. No restrictors or shut-offs allowed.

4. No brake floaters and no re-circulators allowed.

5. No lightening of brake components allowed.

6. Steel rotors and calipers only. No carbon type brake pads allowed.

I. RADIATORS

1. Radiators may be copper, brass or aluminum but must be in original position.

2. Only one radiator allowed.

3. Fans must be shrouded 360 degrees.

J. EXHAUST

1. Headers are allowed. No "y" type or cutouts allowed. No 180 degree headers, no zoomies or weed burners. No iron lung type exhaust allowed.

2. The exhaust must be a minimum of 3 inches in diameter and have provisions for a baffle type muffler. The exhaust may not extend beyond truck body and must not present a tire damage hazard. There must be an extension exhaust pipe on the headers that extends at least past the rear of the cab. It is recommended that the exhaust pipe be pointed toward the ground.

K. TIRES AND WHEELS

1. The only tires allowed are the Hoosier A-40, 26.5 X 8.0-15 tire. No tire shall be used that durometers less than 45 after any race
2. Steel racing wheels 8" width only. Minimum weight of bare wheel is 19 lb. No stock wheels.
3. No hollow wheel studs or aluminum lug nuts. A" studs and 1" lug nut minimum. Studs must be at least flush with outside of lug nut. Extreme bead bumps allowed. Bead lock wheel allowed on right rear only.
4. No tire altering, siping, softening, strengthening, etc. Grinding or buffing on footprint area of tire only, is allowed. All ID marks must remain visible on tires for tires to be used in competition. A durometer will be used to check hardness.
5. No air bleeders allowed. Wheel covers or mud plugs allowed on right rear only.

L. BATTERY

1. 12 - volt systems only.
2. Batteries must be in a COMPLETELY ENCLOSED CASE to help prevent acid spillage and all batteries must be securely mounted in a metal frame in truck bed area.
3. All trucks must have self starters in working order and must be capable of starting under their own power. Starters must mount in OEM position.

M. WEIGHT

1. Minimum weight: 3200 lbs. with driver. (With Crate Engine, 3100 lbs. with driver)
2. Any truck can be scaled at any time. All weights, frame and body measurements are taken with driver in the seat.
3. Added ballast must be painted white and identified with the truck's number. Weights falling off during competition will result in disqualification.(DQ)
4. All weights must be in block form (maximum of 50 lb. each) and securely bolted with a minimum of two grade 8 -1/2" bolts. No weights and/or loose objects in the drivers compartment, outside the body, or in the hood area. All weights must be mounted to the frame or roll cage only using steel fasteners. No gun-drilled, tubular or hollowed bolts or studs. Optional weight mounting methods must be submitted to and approved by DTRA tech officials.

N. BODY STYLES, 1998 - PRESENT ONLY

1. May be fiberglass, steel, plastic or aluminum full size pickup truck. The bodies must maintain their original design, shape and size as manufactured. Stock appearing windshield and rear window supports mandatory. No extended cab bodies. (Painted roll bars are not acceptable for any body part.)
2. All trucks must have a painted finish on the bodies. Nose and tail paint must match body. Pre-painted aluminum is allowed. Headlight, park lights, taillights and grill must be painted a contrasting color if decals or graphics are not used to distinguish truck type.
3. Must have stock appearing roof, rounded in all directions and may not be longer or shorter than manufactured. Truck minimum height is 59" from the ground to the top of the roof.

4. No ground effect interiors, belly pans or aerodynamic devices allowed. EXCEPTION: One spoiler may be used across the rear of the box no wider than the flat surface of the deck and no taller than 6". No forward bracing on the spoiler. No enclosing of spoiler forward or rearward. Nose and tailpieces are mandatory.
5. All trucks must have a hood that seals the engine compartment from the driver's compartment.
6. No enclosing of rear or side windows allowed.
7. The top of the truck box must be covered with a non-flexible material, fiberglass, aluminum or steel only. Rear deck panels must be tightly closed during competition.
8. Must have nose and tailpiece that is stock appearing and completely encloses the front and rear bumpers of the truck. No openings in rear of the truck.
9. No part of the wheel or tire may extend outside the body.
10. The numbers must be a minimum of 20" high on both sides, with a minimum of an 18" number on the roof (readable from the driver's side), all with bright contrasting colors. A 6" number on the front and rear of the truck for lineup is mandatory.
11. The appearance and shape of these trucks will be closely monitored so as to maintain a stock truck look. Very little variance will be allowed, use stock style parts only. Call if in doubt.
12. Stock grill openings and/or below bumper no wider than grill with frame around it, is the only area allowed to be cut out for cooling. No hood scoops or bubbles. May have opening for exhaust. (SEE J-1&2)

O. BUMPERS

1. Bumpers must be used on the front and rear of the trucks.
2. No sharp edges or sharp bumper ends under nose and tail piece. All tubing ends must be capped. No external bars of any kind with the exception of rub rails. Rub rail matching the color of the truck are allowed. The rails may not be more than 2 inches wide and may not extend out from the panel more than 1 ¼". The rub rail may start at the rear of the front wheel well opening and extent to the front of the rear wheel well opening. Round of square tubing is allowed. Ends must be capped with no sharp edges.

P. FUEL

1. Pump gas or racing gas only. No performance enhancing additives of any kind. A fuel sample may be taken from any truck at any time. Random tests may include dielectric meter and chemical tests for additives. Penalties including, but not limiting to, disqualification and loss of points from the event will be levied.

Q. SAFETY

1. A five point racing harness mounted in an approved manner is mandatory, using grade 5 fasteners minimum. Belts and harnesses must be mounted in a manner that prevents chaffing and cutting. Belts older than 4 years may not be used. A head and neck restraint device is recommended.
2. Aluminum racing seat mounted in an approved manner in at least 4 places with large flat washers is mandatory using grade 5 fasteners minimum. No part of the seat, seat mount, or seat belt and harness system may be below the bottom of the frame or floor of the truck.
3. A racing type fuel cell enclosed in a metal container is mandatory. Cell and container must be

mounted in an approved secure manner behind the rear end and between the frame rails. The cell, container and any part of its mounting must be at least 9" from the track surface. Fuel line must come out of top of fuel cell, no under cell fuel pickups, no quick fill units. Fuel line must also be shielded by metal conduit or be braided steel line. No fuel lines inside of driver compartment. Roll over valve is mandatory and tank vent tube end must be secured at least to the bottom of tank level. Fuel cell cap must be secured to tank in some manner to prevent loss. No new trucks may be built with more than 22 gallon cell. All previously built trucks with more than 22 gallon cell must replace them with smaller cell when updating. A fuel cell guard 1" X .095 tube welded to end of the frame, no narrower than the cell is mandatory. Fuel cell guard must be no less than 6" below frame rail or to the bottom of the cell whichever is greater. If fuel cell is mounted above frame an upper guard is also required to reach the top of the cell. If cell is adjustable, cell guard must be wide enough to protect cell in all positions.

4. Approved window net is required. Net must fasten at the top and drop down. Net must have some type of quick release device at the top front corner. Steering wheel must have quick release. Collapsible steering shaft highly recommended. All safety equipment must be used at all times.
5. Racing fire suit, gloves, neck collar, nomex socks or nomex racing boots and full set of nomex underwear is required under all single layer suits. **Snell-rated SA2000, SA2005 or SA2010 helmet required.** Any helmet receiving any impact should be immediately inspected by the manufacturer and replaced if necessary. Manufacturer's instructions, warnings and safety ratings on all safety equipment must not be removed.
6. Driver protection bars required in front of the driver. A minimum of six (6) bars ¼" thick is mandatory, more are recommended. Protection bars must be full height and on the drivers half of the windshield opening and welded securely to the dash bar and roof halo. Hardware cloth or welded wire completely covering windshield opening cannot be larger than 1" squares and is optional.
7. A full dry chemical fire extinguisher, with readable needle type gauge, within the drivers reach required.
8. All roll cage components within reach of the driver must be padded.
9. Ignition switch must be plainly marked ON/OFF with large letters. A master switch is also required.

R. MISCELLANEOUS

1. All drivers must be 18 years of age unless special permission is received prior signing up to race.
2. No hollow bolts or studs. All nuts, bolts and washers will be steel only.
3. No titanium, carbon fiber, or magnesium anywhere on the truck. EXCEPTION is helmets.
4. No radios, receivers, or communications devices allowed. No rear view mirrors allowed.
5. No obscene pictures, graphics or language on any part of the truck
6. All series sponsors decals must be on truck in correct position at all competitive and series show events to be eligible for the points fund. These decals will be furnished free. It is your responsibility to make sure decals are in place and presentable. (See diagram for sponsor decal location.)
7. No driver shall consume alcohol or drugs that would impair his or her ability to race. Whether or not the driver is impaired is the sole decision of the officials.

S. CONDUCT

1. Any entrant or crew member acting in a manner detrimental to DTRA or the sport of auto racing, on the track, in the pits or on the race premises will be subject to ejection from the event, removal

from the premises, a fine and/or suspension from DTRA. Repeated offenses will result in a permanent suspension from DTRA. All penalties and fines will be determined by DTRA officials and/or the Board of Directors.

2. DTRA and/or the track owner have the right to refuse entry of any truck or driver to any DTRA sanctioned event.
3. The driver shall be the person responsible for the actions of the entire pit crew and shall be the sole spokesman for car owner and pit crew in any and all matters pertaining to the race and, the driver only shall take part in any arbitration with the officials in charge.
4. No DTRA member shall ever subject any official to abuse or improper language.
5. Any situation not covered by these rules shall be referred to the DTRA Board of Directors for decision. These protests must be in written form and accompanied by a \$100 protest deposit. If the protest is allowed, deposit will be refunded. If protest is not allowed, deposit will be forfeited.
6. Fighting and/or physical assault: First violation - minimum \$250 fine and/or suspension. Second violation - minimum \$500 fine and minimum one-year suspension.
7. Unsportsmanlike conduct and/or verbal assault: First violation - minimum \$100 fine and/or suspension. Second violation - minimum \$250 fine and minimum two-week suspension. Third violation - minimum one-year suspension.
8. Rough driving. First violation - disqualification from day's racing and forfeiture of prize money and points. Second violation - disqualification from day's racing and forfeiture of prize money and points in addition to a fine and/or suspension.
9. Any driver intentionally using his/her vehicle in a malicious manner - minimum \$500 fine, loss of all accumulated DTRA points and/or suspension at the discretion of DTRA officials and/or Board of Directors.
10. Assault of a DTRA or track official, track owner/promoter, suspension of driver from DTRA events for life.
11. Repeated violations of DTRA rules may result in permanent suspension.
12. Decisions made by DTRA and/or track officials are final.

T. PROTEST, TECH, PENALTIES AND FINES

1. Officials may request to tech a truck at any time. The top 6 trucks in the feature shall go immediately to a designated tech zone. There shall be no work of any kind on a truck after the finish of a race until the truck has completed the technical inspection. Top (6) trucks must tech and weigh after each feature. Items checked may vary. Additional trucks may also be selected for tech. It is your responsibility to know how the scales weigh. There will be no tolerance for being underweight. It is each trucks responsibility to make arrangements to cool down engine. Cool downs may be done in line to the scale. Trucks must weigh before returning to their pit stall. A truck failing to make weight or scale shall be disqualified.
2. Any driver may protest any truck finishing in the top 5 positions of the feature. A driver may only make one protest per event. A protest fee must be presented by the driver to a DTRA official within 30 minutes after the feature race. The driver shall pay \$50 (cash) with his protest for each item being protested. Officials will supply a protest form to be completed by the driver which specifies the basis of the protest. The competitor being protested will be required to perform any task necessary to allow the official to make the inspection following the protest.
3. The only authorized personnel allowed in the direct area of the tear down are: series officials, the

protestor, the driver and crew of the truck in protest.

4. If the protest is determined to be valid, the officials will then determine the appropriate sanction for the driver of the protested truck. The driver making the protest shall receive back the protest fee and the driver found to have violated the rules shall pay, at a minimum, a \$50 inspection fee to the officials. If the protest is found to be invalid, the driver of the truck being protested shall receive \$50.00.

5. Sanctions for rule violations will range from disqualification, confiscation of the illegal part or parts, a fine, loss of positions in the race or a warning. The DTRA official's decision in this regard is final. Repeat offenders may be banned for the remainder of the racing season.

U. TECH PROCEDURES

1. DTRA officials may request to inspect any truck at any time.

2. A pre season tech of each truck is required. DTRA officials will inspect the roll cage, suspension pick up points, safety equipment, body requirements, engine location and wheel base. Upon passing tech the DTRA official shall place an inspection sticker on the truck indicating that the truck has passed the pre season inspection.

3. Pre race tech. DTRA officials may at any time announce and require a pre race tech procedure. Pre race tech procedures shall take no longer than 10 minutes per truck. Each truck shall be subject to the same inspection as all other trucks. If a violation is found that reveals what DTRA officials believe to be a performance enhancing violation, the violation must be corrected before the truck will be allowed to compete in a DTRA event.

4. DTRA post race inspections shall include scaling of the truck finishing in the top 6 positions. Post race inspection may also include the inspection of up to two additional items to be determined by the DTRA officials. Each truck will be subject to the same inspection as the other trucks. DTRA officials shall determine the appropriate sanction for any and all rules violations.

5. Decisions made by DTRA officials are final.

V. LINE-UP / QUALIFYING PROCEDURES

1. First night, all drivers draw for heats. Qualifiers redraw for starting positions. One heat - 5 redraw; two or five heats - 10 redraw; three, four or six heats - 12 redraw.

2. From second night on, heats are lined up by season DTRA. point average (When racing at home track line ups will be based on home track season points average), stagger inverted, lowest point average to front, highest point average to rear. New drivers carrying no point average start on the tail. Should two or more drivers have no average or same point average, a drawing should be held between those drivers for lineup position. Point averages are figured from DTRA. point system. Average is figured by driver's point total divided by the number of times he/she has competed.

3. "B" mains are lined up straight up from heats with highest finishing non-qualifiers to front.

4. When one heat is run, top five qualifiers will be inverted for feature lineup according to season point average. When two or five heats are run, the top 10 qualifiers will be inverted for feature lineup according to season point average. When three, four or six heats are run, top 12 qualifiers will be inverted for feature according to season point average. Remainder of "A" feature is lined up straight up from heats and/or "B" features.

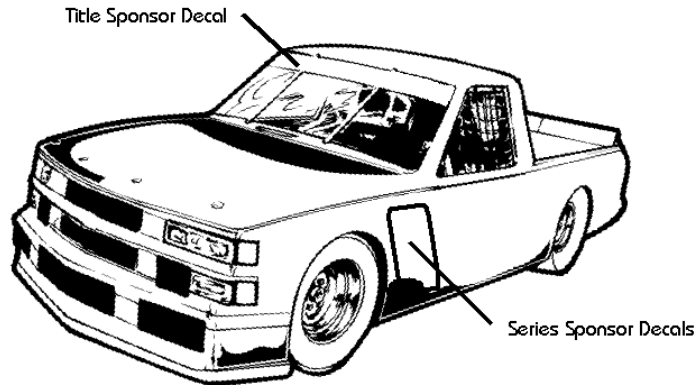
5. A driver that qualifies but has no point average shall be lined up in last invert position. Should there be more than one driver with no point average, positions will be lined up at discretion of officials.

6. If a driver is absent for two consecutive events (excluding rain-outs), upon his/her return they shall be treated as a new car (rule #5) for the first week he/she returns.
7. Track option to line up mid-season and season championships straight up by total points.
8. Races held at any track other than the designated home track shall line up the heat races bases on DTRA series point averages. The number of heat races and the number of trucks in the invert for the feature line up will be determined by the truck count at each of these races and will be announced at the drivers meeting. Invert positions for these races shall be determined by the drawing of a number by the driver or his designee immediately following the conclusion of the truck heat races.
9. A driver may qualify only one truck for any DTRA event. In the event that a replacement truck is needed for a feature event, that truck used must already be qualified for that feature and the driver using that replacement truck will start the feature event in the last starting position.
10. In the event that an "A" feature is a make-up feature, competing drivers must have qualified through the prior qualifying heat races.

W. POINT STRUCTURE

1. Weekly 'A' Feature win is 40 points, with each subsequent position worth one point less. This makes the 24th spot in the feature worth 17 points. Should track start more than 24 cars in feature, all positions from 24th on back receive 17 points. When a track runs a 'B' feature(s), first non-transferring driver receives 16 points and each subsequent position, back to sixth spot, receives one less point per position. Sixth and each position on back in the 'B' feature(s) receives 11 points. This applies to all 'B's if more than one are run per night. Drivers not able to compete in heat race, or that don't qualify for 'A' or 'B' feature, receive 5 show-up points. Heat race points will be awarded for the top three finishing positions. 1st, three points, 2nd, two points and 3rd, one point.
2. Should a driver qualify for 'B' feature or 'A' feature, and not be able to compete due to mechanical or other difficulties, they will be scored in last position and receive points accordingly. (Promoter's discretion whether vacated position is filled in feature by next qualified driver.)
3. DTRA Series Points Fund: Registered DTRA drivers will be eligible for the season end DTRA Series Points Fund based on their participation in at least 80% of all DTRA scheduled events.
4. Hard Charger Points: Drivers will be awarded a single point for each position gained based on his/her starting position and scored finishing position at each DTRA feature event. The driver with the most passing points for each event shall be awarded the hard charger award for that event. For events in which a driver is given the option by the promoter to start at the tail of the feature, that driver's starting position at the green flag shall be considered his/her starting position for the purposes of determining the hard charger. The driver that is awarded the most hard charger points during the season shall be awarded the Hard Charger award for the season.
5. Rookie of the Year: The rookie of the year will be determined by the registered rookie who is highest in the overall DTRA series points, and who competes in at least 80% of all DTRA scheduled events.

There shall be no amendments to the DTRA Rules once adopted for a given season except for reasons of safety. A registered driver or truck owner may ask the Director of Competition for a clarification of any rule at any time except during the running of a heat or feature event. The Director of Competition shall provide a response, written if requested, as soon as practicable after the request is obtained.



Notice!!!

All Decals Are Required At Each DTRA Event To Qualify For Any DTRA Series Awards

***IMPORTANT RELEASE AND WAIVER
PLEASE CAREFULLY READ***

RACING MOTOR VEHICLES IS A DANGEROUS SPORT. BY ENTERING INTO ANY RACING EVENT UNDER THESE RULES EACH DRIVER AND ANY MEMBER OF THE CREW, AND THEIR FAMILIES, SPECIFICALLY RELEASE THIS SANCTIONING BODY FROM ANY AND LIABILITY FROM ANY CLAIM OF NEGLIGENCE. EACH DRIVER ACKNOWLEDGES BY ENTERING INTO ANY RACE SANCTIONED UNDER THESE RULES THAT HE/SHE IS ASSUMING THE RISKS INVOLVED IN RACING. EACH DRIVER ALSO SPECIFICALLY ACKNOWLEDGES THAT HE/SHE IS RESPONSIBLE FOR THE SAFE CONSTRUCTION AND OPERATION OF ANY TRUCK DRIVEN BY HIM/HER. COMPLIANCE WITH THESE RULES SHALL NOT BE CONSTRUED TO MEAN THAT THE TRUCK YOU ARE RACING WAS CONSTRUCTED IN A SAFE MANNER. BY RACING IN ANY RACE SANCTIONED BY THIS SANCTIONING BODY YOU AGREE THAT YOU ARE SOLELY RESPONSIBLE FOR THE SAFE CONSTRUCTION AND OPERATION OF THE TRUCK. THIS SANCTIONING BODY MAKES NO WARRANTIES, EXPRESS OR IMPLIED, OF THE SAFETY OF YOU TRUCK OR THE TRACK UPON WHICH YOU RACE. ANY TRUCK APPROVED BY AN OFFICIAL MEANS ONLY THAT IT IS APPROVED FOR PARTICIPATION IN A COMPETITIVE EVENT AND IS NOT TO BE CONSTRUED TO MEAN THE INSPECTED VEHICLE IS GUARANTEED TO BE MECHANICALLY SOUND. THIS SANCTIONING BODY, IT'S OFFICIALS, OR ITS SPONSORS, ARE NOT LIABLE FOR ANY MECHANICAL FAILURES, CONDUCT, DETRIMENTAL OR OTHERWISE FOR ANY LOSSES, INJURIES, OR DEATH RESULTING FROM SAME. THESE RULES ARE ONLY INTENDED AS A GUIDE FOR THE CONDUCT OF THE SPORT AND ARE NOT A GUARANTEE AGAINST INJURY OR DEATH TO ANY OFFICIAL, SPECTATOR, OR PARTICIPANT.