

Gas Street Stock Class Rules

Also see GENERAL RULES, which apply for all classes and competitors

The Gas Street Stock class is designed for full-bodied gas pickup trucks.

Weight: 6,200 lbs. 6,800 lbs. 7,200 lbs. and 7,800 lbs. Weight is with the driver.

Ballast: Ballast is permitted within the body of the truck and must be secured properly. Hanging weights are prohibited, no front weights or weight boxes allowed. No weights allowed in the cab. Snowplow frames and brush guards are allowed. No home made bumpers. Must have stock appearing on the front bumper. Competitors must be ready and able to show any added weight as being secure to tech officials. Refusal or omission to show added weight will result in disqualification or ineligibility for competition.

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

Body: The body must be the OEM truck body, including the full bed floor – tailgate or net required. The body must retain full sheet metal. Metal after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. Flat bed or homemade beds are allowed, but must cover tires and be stock length.

Brakes: Four-wheel hydraulic brakes are mandatory.

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.

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

Credentials: All drivers must have a valid state driver's license. Current DOT or DMV registration, inspection, and insurance card required. Trucks must be street legal. NO DEALER TAGS. Vehicle must be in the same physical condition as at the time inspected for highway use. All info will be required at event registration & will be checked.

Driveline: An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.

Driver Restraint System: The OEM restraint system is mandatory and must be worn. Helmets are recommended and must be strapped.

Driveshaft Loops: Drive shaft loops are highly recommended, but are not mandatory.

Engine: The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Engine and Transmissions can be interchanged between brands (Dodge, Ford and

GM) Blocks must circulate coolant freely. There will be no limit on RPM. Aftermarket intake manifolds are allowed and one single four barrel carburetor (or smaller). Air cleaner is required.

Exhaust: No open exhaust permitted. Cat-back aftermarket exhaust systems are permitted. Mufflers are required and headers are allowed. Exhaust must exit to the side or rear of the vehicle. **No side or down discharge of exhaust toward the ground allowed.**

Fire Extinguisher System: A fire extinguisher system is permitted. It must be securely mounted and within driver's reach.

Firewall: The complete OEM firewall is mandatory.

Floor: The complete OEM floor pan is mandatory.

Fuel: The fuel must be pump gas or race fuel only. No alcohol or nitro allowed.

Fuel Injection: Factory fuel injection or throttle body system allowed.

Hitch: Hitch must be a receiver-style OEM factory designed towing hitch or standard factory bumper hitch. No special pulling hitches or modified receivers - no bracing. Hooking point must be the rear-most of the vehicle and must be rearward of the stock location of the tailgate. Hitch must be horizontal to the ground and stationary in all directions. Hitch Height from ground may not exceed 26 inches. Hooking point must have a minimum 3 inch wide by 3-3/4 inch long inside opening for the sled to hook. NO CLEVISES. No Vertical Hitches. The hitch / hook point must be in place at scale weigh-in.

Lighting: Vehicle must have at least one functioning reverse light viewable by hook attendant.

Nitrous Oxide: Nitrous oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.

Rear End: Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up.

Suspension, Front: 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.

Suspension, Rear: 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. Stops may be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Air bag spring assistance is permitted; airbag compressors must be disconnected, no in-cab controls.

Tires: The tires must be DOT street tires. Cut tires are prohibited. Grooved, bar or tractor type tread is also prohibited. **Trucks using dual rear wheels: Limited to Max. width of 8" tread per tire.**

Transfer Case: Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one- ton or smaller pick up truck.

Transmission, Automatic: Non-OEM transmissions are prohibited. 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.

Transmission, Manual: Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. All manual transmissions must be clutch assisted. Sequential shifters are prohibited.

Wheelbase: The vehicle must retain the original factory wheelbase and track width. Rear dual wheels are allowed.

******All interpretation of these rules lies with Lorah's Truck Pulls Tech Officials and their decision is final.******