



2021 Rules and Regulations
Dirt Truck Racers Association, Inc.
www.racedtra.com

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 moved or replaced with steel non-adjustable mounting plates, matching upper A-frame bolt on design.
 - e. Rusted areas must be repaired, but must match original design

B. SUSPENSION

1. Upper A-frames may be replaced by non-adjustable, 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. Gear ratio changes allowed. No Aluminum sectors allowed.
3. GM passenger car spindles, spindles must have GM Stamp. IMCA stamped 3 piece spindles, spindles must use metric steering arm. 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. No binding of any kind, bump stops, packing, etc. All shocks must fully collapse at any time.
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 OEM style ball joints, tie rods, idler arms and drag links must match the frame.
9. Only OEM style 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. With the exception of tubular upper A-frames and their mounts and IMCA stamped 3 piece spindles as mentioned in (3); all other components must be steel, unaltered OEM, in OEM location, replaceable by OEM parts and must match the frame.
12. Rear trailing arms must be mounted in the stock location on the chassis. Trailing arms must be stock '78-'88 arms or Speedway # 916-34054 upper arm and Speedway # 916-34052 lower arm. No Exceptions.
13. No cambered rear ends.

C. ROLL CAGE

1. All round tubing is to be 1 3/4 inch by .095 inch HREW, CREW, DOM, DOCOL 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. 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. Floor pan must extend to the rear of the cab. The floor pan may not extend lower than the frame.
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". Crate engine must use maximum 6,400 rpm rev-limiter. No electronic advance curve ignitions allowed. No unapproved or additional ignition accessories allowed. Approved Ignition Boxes and Rev-Limiters:

Digital 6AL, p/n 6425

All boxes must be connectable to the MSD Digital Ignition Tester – p/n 8998

All ignition boxes must be mounted with dials facing up or out for easy inspection access; on the face of the dash panel, right side edge of box a maximum distance of 12 inches from the far passenger side of the driver's compartment and completely out of reach of the driver while sitting in the drivers seat.

3. 604 Legal Crate Engines may run any four-barrel carburetor. No induction of air below the choke housing allowed. A maximum one (1) inch, w/gaskets, spacer is allowed below the carburetor but carburetor must be mounted in conventional direction. No velocity stacks allowed. 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. Engine oil cooler is not allowed in driver's compartment and must have aeroquip type high pressure lines and fittings.
7. The engine must be mounted in the center of the truck left to right. The center of the forward most spark plug hole can be no further back than the leading edge of the front cross member. NO TOLERANCE!
8. CRATE ENGINE: Must use unaltered sealed GM #: 19318604 or 88869604 crate engine with additional IMCA Cable-Lok system – NO EXCEPTIONS. Upon inspection, any different, altered or missing GM seal bolts or IMCA Cable-Loks will result in disqualification, loss of all DTRA points for the season, a \$5,000 fine and a one year suspension from competition in DTRA sanctioned events. GM seal bolt exception is IMCA/DTRA approved and issued Cable-Lok repair system. There will be a \$500 fine for any crate engine not using required pushrods, valve springs or rocker arms and a \$500 fine and loss of all current points for utilizing any altered rev-limiter components. Crate engines must use a

maximum 6,400 rpm rev-limiter. DTRA trucks competing with GMPP crate engine part #: 19318604 or 88869604 will be allowed to compete using any 4-barrel carburetor. Repairs to DTRA CRATE ENGINES may only be made, certified and re-sealed by an IMCA certified repair center. That place locally is Karl Kustoms.

9. Gauges and Electronics: No unapproved cameras, transmitting or listening devices, (exception is one-way raceceiver radio by officials), timing retard controls, or digital tach. All components must be out of reach of driver. All ignition boxes must be mounted with dials facing up or out for easy inspection access; on the face of the dash panel, right side edge of box a maximum distance of 12 inches from the far passenger side of the driver's compartment and completely out of reach of the driver while sitting in the driver's seat. All wiring must be visible for inspection. No programmable or digital display tachometers. No driver or remote controlled advance or retarding devices allowed. No steering wheel mounted buttons or switches. No electronic monitoring computer devices capable of storing or transmitting information except memory recall analog tach. No traction control devices of any kind, either mechanical or electronic.

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 this application, 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 3½ inches, measured from the axle tube down to the center of the trailing arm bolt. Only one hole per mount allowed.

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 tire allowed is the Hoosier M30S, 26 6/8 X 8.0-15 tire (Hoosier #:36180). No tire with a roll out of less than 83 inches or greater than 86 inches shall be used. 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. 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: 3000 lbs. with driver. NO EXCEPTIONS!
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 and loss of points and pay for the event.
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 driver's 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 or wrap finish on the bodies. 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 inches. The spoiler, or any part of it, also may not extend past the deck area at the back of the bed. 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.

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.

P. FUEL

1. Gasoline or alcohol. Racing fuel and E85 allowed. NO performance-enhancing additives. Upper cylinder lube allowed with alcohol only. A fuel sample may be taken from any truck at any time. Random tests may include dialectic meter and chemical tests for additives. Penalties including, but not limited to, a \$100.00 fine, disqualification and loss of points and pay from the event will be levied.

Q. SAFETY

1. Minimum two inch wide SFI-approved five point safety belt assembly required must be mounted securely to main roll cage using grade 8 fasteners minimum. Belts and harnesses must be mounted in a manner that prevents chaffing and cutting. Belt assemblies that are past the "valid until" date on the SFI tag must be replaced. 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. **No fuel delivery 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 trucks may be built with more than 22 gallon cell. 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. An approved window net is required. Net must latch 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 or head and neck restraint device, nomex socks or nomex racing boots and a full set of nomex underwear is required under all single layer suits. **Snell-rated SA2015 or SA2020 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 carbon fiber helmets.
4. No radios, receivers, or communications devices allowed. EXCEPTION is, a one-way receiver is mandatory. No rear view mirrors allowed.
5. No obscene pictures, graphics, derogatory or insulting language on any part of the truck.
6. All series sponsors decals must be placed on all trucks in prominent positions, at all DTRA Series events to be eligible for all nightly points and payouts and all DTRA Series season points. These decals will be furnished free. It is your responsibility to make sure decals are in place and presentable.
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.
8. Any part(s) may be confiscated at any time by a DTRA official, if or when its legality is in question. Failure to comply will result in the loss of all current points, pay for the current night and/or suspension for the remainder of the current season.

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, on the race premises or on social media will be subject to ejection from the event, removal from the premises, a fine and/or suspension, and/or punitive action 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 loss of all points and minimum 365 days 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 5 trucks in the feature shall go immediately to a designated tech area. 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 (5) 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 finish position 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 current 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. In the event that a truck is not inspected during a scheduled pre-season tech inspection, they will be required to contact the DTRA Tech Director and or Director of Competition and make arrangements for that truck to be inspected before competing in any DTRA event. Above and beyond the pre-season inspection, it is the driver's responsibility that his truck is legal and complies with all DTRA rules and regulations; at and during all DTRA race events. Trucks inspected after the scheduled pre-season tech date will be assessed a \$50.00 inspection fee.
3. Pre or Post race tech. DTRA officials may at any time announce and require a pre or post, race tech inspection. 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. All DTRA post, race inspections shall include scaling of the trucks finishing in the top 5 positions. Each truck will be subject to additional random areas of inspection deemed necessary by DTRA tech or competition officials. DTRA officials shall determine the appropriate sanction for any and all rules violations.
5. Decisions made by DTRA officials are final. EIRI: (Except in rare instances) Decisions of DTRA Officials are final and binding without exception. In some cases, track safety rules may take precedence over DTRA rules -any discrepancy between DTRA and track rules should be brought to the attention of DTRA. Any rule changes or clarifications during the course of the year will be amended and posted at www.racedtra.com and will be considered as an official part of these rules.

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

V. LINE-UP / QUALIFYING PROCEDURES

1. DTRA reserves the right to line up heats races either by draw or by the use of point averages. Top heat race finishers will redraw for feature starting positions. The number of redraw positions will be dictated by number of trucks entered on the given night. As an example: 5 to 6 trucks each in 2 heat races, top 3 heat race finishers will redraw. 7 to 8 trucks each in 2 heat races, top 4 heat race finishers will redraw. 9 to 10 trucks each in 2 heat races, top 5 heat race finishers will redraw. 11 to 12 trucks each in 2 heat races, top 6 heat race finishers will redraw. Exception – Promoter may choose to set format.
2. “B” mains are lined up straight up from heats with highest finishing non-qualifiers directly behind the “A” qualifiers from the heat races.
3. Races held at all tracks shall line up the heat races based on the number of trucks. 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.
4. 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.
5. In the event that an “A” feature is a make-up feature, competing drivers must have qualified through the prior qualifying heat races or was present and made an attempt to qualify.
6. In the event that a driver was present but was unable to qualify for a feature event through a qualifying heat race, they may start the feature event in the last starting position.
7. Eligibility – To be eligible to compete in any DTRA event a driver must have completed a membership form and a W-9 form, paid the membership fees and notified the Director of Competition of his intent to compete. In addition, to be eligible to compete in events deemed by DTRA as special, as an example, the Season Championship race a driver must have competed in at least 4 previous events in the current season

W. POINT STRUCTURE

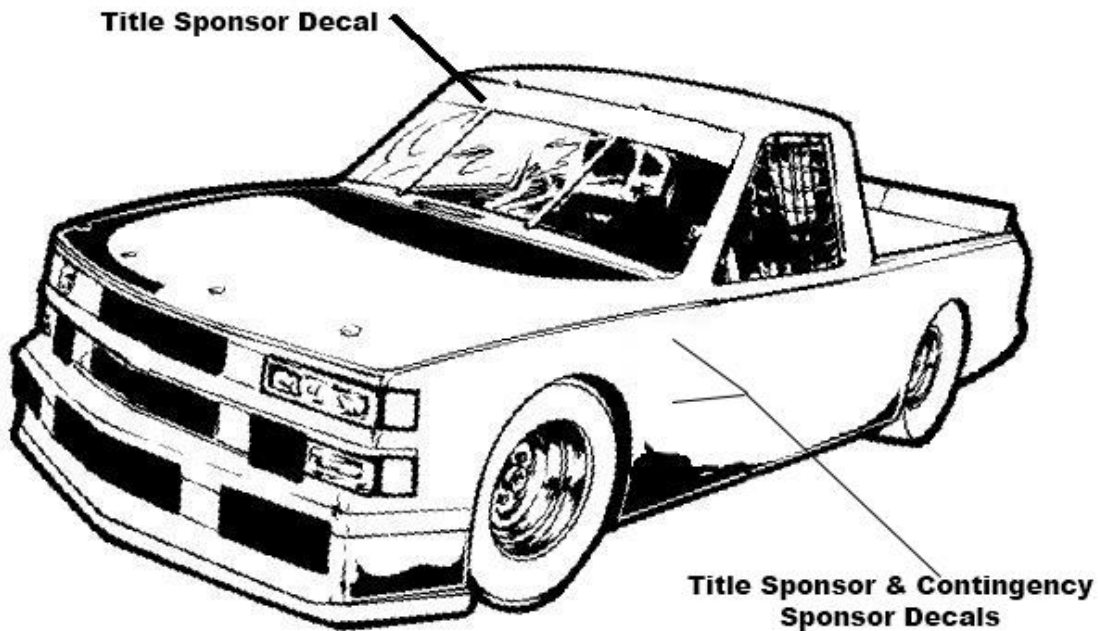
1. Weekly 'A' Feature win is 40 points, with each subsequent position worth one point less. This makes the 24th spot in the feature worth 17 points. Should track start more than 24 trucks in the feature, all positions from 24th on back receive 17 point's? When a track runs a 'B' feature(s), first non-transferring 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) receive 11 points. This applies to all 'B's if more than one is 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.
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 and Points Fund: Registered DTRA drives will be eligible for the season end DTRA Series Points and Points Fund, based on their participation in at least 85% of all DTRA events. A driver's season ending points will be a total of points accumulated based on the number of Feature Events completed by the DTRA Series during the 2020 season, minus one (1) event. Be it an event

missed by a driver during the season or in the case of 100% attendance, that driver's one (1) worst event point finish. A missed event due to disqualification, ban or suspension for any reason, does not qualify as a missed event when determining season ending points.

4. **Hard Charger:** 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 recognized as the hard charger 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 85% of all DTRA scheduled events.

A note from the Competition Director . . . I encourage you to log on to the DTRA web site on a frequent basis as this will be the main way updates, notifications and important information will be communicated to you. The website address is: www.racedtra.com. I also encourage you to fill out the DTRA membership form completely! In the event that schedules change or an emergency contact is needed, it is very important that we have an email address, your phone number(s) and a phone number and name to contact in the case of an emergency. Thank you in advance for your attention to these details and good luck in your racing efforts for 2021.



Notice!!!

All Sponsor Decals are required at all DTRA events to qualify for pay and points!!!

*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.

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