

SECTION XIV

2.3 Work Stock Diesel Class

Overview – The Work Stock (WS) class is designed for daily-driven, on-the-road pickup trucks (full-bodied diesel pickup trucks). Valid DOT registration and license plates are mandatory. The vehicle must be Four-wheel drive. One truck to one class, you cannot pull the same truck in a different class during the event.

Designations- “WS” followed by competition number.

The Medium-Duty Hauler Exhibition (MH/E) class is the same as Work Stock, except the vehicle must be a medium-duty, rear-wheel or all-wheel drive truck. Ballast and hanging weights are prohibited and the transfer case (if any) and rear end must be as supplied by the truck’s manufacturer.

SAFETY

Apparel – A shirt and full length jeans are required. NO SHORTS!

Helmet – A helmet is required for this class.

Driver Restraints – The OEM restraint system is mandatory and must be worn.

Fire Extinguisher – A fire extinguisher is required.

Credentials – All drivers must have a valid state driver’s license.

VEHICLE/CHASSIS

Weights Breaks – 8,500 lbs. maximum including driver. After you have gone over the scales, you may not work on your truck unless an NSPA tech is present and you are not violating the class rules.

Ballast – Ballast is permitted. Hanging front weights are prohibited. Ballast may be added but must be securely fastened. Final safety decisions rest with the NSPA Technical Department. For class MH/E, ballast and hanging weights are prohibited.

Hitch – The hitch must be a “Reese”-style hitch; reinforcements are permitted. Trick hitches are prohibited. The hooking point must be the rear-most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. Bumpers may be notched or removed. The hitch’s height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00 X 3.50 inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop. Then center of the hook point must be no less than 44 inches from the centerline of the rear axle.

Body – The body must be the OEM truck body, including the full bed. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked on the sled. The complete OEM firewall is mandatory. The complete OEM floor pan is mandatory.

Interior – A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and functional.

Street Equipment – Complete headlight and taillight assemblies (all) are mandatory, must be operative and they cannot be removed during competition. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications (they must open and close via electrical or mechanical means).

Brakes – 4-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.

Steering – The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

Tires – The tires must be DOT street tires. Cut tires are prohibited.

Wheelbase – The vehicle must retain the original factory wheelbase. Track width cannot exceed 110 inches from outside to outside.

DRIVELINE

Driveline – An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup. All trucks in competition using open drive shafts must have a retainer loop 360 degrees of enclosure. 1/4-inch minimum thickness and 2 inches wide, or 7/8-inch X 0.065-inch welded steel tubing, securely mounted and located within 6 inches of the front universal joint for support of the driveshaft in event of joint failure.

Rear End – Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pickup. Rear axle bolts must be covered by a cap or shield. For class MH/E, the rear end must be the model supplied with the vehicle as manufactured.

Transfer Case – Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup. For class MH/E, the transfer case, if any, must be the model supplied with the vehicle as manufactured.

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.

SUSPENSION

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, and limit straps are permitted. Traction bars and devices are permitted.

Suspension, Lower – An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications are permitted. Traction bars and devices are permitted. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. The rear suspension may be solid but must be removable. Airbag spring assistance is permitted; airbag compressors must be disconnected.

ENGINE

Fuel – The fuel must be #1/#2 diesels only. Soy/biodiesel fuel is permitted. Off-road diesel fuel is prohibited.

Fuel Injection/Constant Pressure Pump – The fuel injection pump is limited to a stock appearing, OEM engine model-specific pump only. The use of multiple high pressure common-rail fuel pumps are prohibited. The use of multiple high-pressure oil pumps is prohibited. Pumps from different years in the same engine model may be interchanged. 12-Valve mechanical pumps must have a functional governor.

Fuel Tank – The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle. Over size fuel tanks are permitted.

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

Propane – Propane is prohibited. All system components must be removed from the truck.

Water Injection – Water injection is prohibited. All system components must be removed from the truck.

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

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

Exhaust – The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are prohibited. If the muffler or catalytic convert have been changed from stock, two 3/8-inch diameter colts must be placed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical or a muffler that is not straight through must be installed on the vehicle.

TURBOCHARGER

The turbocharger(s) must fit the rules listed below:

- Aftermarket turbos are permitted but must have an inducer bore diameter of 2.350" (59.7MM) or less, measured at the smallest area.
- Factory turbos must retain the factory inducer diameter.
- The compressor trim must be continuous, clipped or notched wheels are prohibited.
- Map width enhancement (MWE) grooves are permitted but limited to 0.200" wide.
- Any provisions allowing air to the compressor wheel other than the inducer bore or MWE groove are prohibited.

The vehicle driver will be responsible for making the compressor wheel accessible for the tech personnel to make appropriate measurements. Inducer bore diameter will be measured using a plug or calipers. If the plug fits, you will be moved to the appropriate class.