



Blue Collar Average Joe 2wd No Prep Street Diesel Truck Class

Welcome to the **Average Joe - No Prep Street Diesel Truck Class**.

This class was built around the **average diesel enthusiast's ultimate goal for their truck**. Too often, racers are forced to ruin great street trucks just to fit into a race class - adding cages they don't want, building laggy turbo setups, running stiff and miserable suspensions, or sacrificing drivability altogether. The alternative usually ends up being boring bracket racing or low-excitement Sportsman-style classes.

We wanted to create something different.

The Average Joe class is designed so you can **build your dream street truck** and still compete in an **intense, heads-up racing class with a strong payout** - without turning your truck into something you hate driving.

This class is meant to simulate how these trucks are **actually driven in the real world** and put on display just how effective a well-built street truck can be.

2WD. No prep. Street tires. Leaving from a stoplight. Non-Boosted launches. Leave from idle.

That's how we spend 99% of the time driving in our diesels, and that's exactly what this class is designed to showcase. How well your truck actually drives.

Winning in this class won't be about extreme peak horsepower. It will be about:

- Quick-spooling setups
- Linear, controllable power delivery
- Solid tuning
- Driver skill
- 650-750hp range to be competitive

To keep the competition close and accessible, **power restrictions and platform-specific handicaps** have been carefully implemented. The goal is to create a level playing field where **90% of diesel street trucks can realistically compete**, without one platform holding a massive advantage over the rest.

Stop light **street truck racing**, the way it should be. Non-Boosted 2wd Street Racing

- Non-boosted launch to highlight quick spooling setups
- Non-boost launch is safer in 2wd (should not launch hard or you will spin)
- 2wd no prep rewards better tuning, quicker spool, liner power, and good drivers
- 2wd gives a handicap to lower hp trucks that drive better on the street and punishes those who build a laggy setup with horrible tuning and giant injectors that drive like garbage but make a little more power. This allows racers to focus on winning a race because of a better driving experience. That is literally the point of this class

The “Average Joe” Class Rules

Vehicle Eligibility:

Diesel vans, trucks, and excursions only. Must be a production truck that came from the factory with a diesel engine. No cars or car-based chassis conversions.

Weight:

Minimum race weight: 7,000 lbs.

Max of 1500lbs of Ballast is permitted but must be securely bolted inside the bed at the very front

Fuel System:

Single high-pressure injection pump only. No limitations on low-pressure (lift pump) systems.

Turbocharger Rules:

Single turbo only. VGT-equipped trucks must retain a VGT turbo.

No compound turbos unless equipped from the factory, no T4 swap kits, no S300 or S400 swap kits. Turbo must be a readily available drop-in style turbo that is purchasable by any entrant via online retailer. No custom one-off turbos. MAP groove must be smaller than 0.200 inches. No removable plugs or bushings; all must be permanently welded.

Turbo Size Allowances:

6.4L Power Stroke: Stock-size billet wheels only.

Common Rail Trucks (ie. Duramax, 6.7 Powerstroke, 5.9 & 6.7 Cummins): 64mm drop-in turbo.

6.0L Power Stroke and 12-Valve/P-Pump Cummins: Either a 68mm drop-in turbo OR a 64mm drop-in turbo with one .052 nitrous jet.

7.3L Power Stroke and VP44 Cummins: 68mm drop-in turbo AND with one .052 nitrous jet.

Nitrous Oxide:

Single bottle, single line, single solenoid, single .052 jet. All other nitrous components must be removed. Nitrous trucks will undergo additional tech inspection to ensure compliance.

Chassis and Suspension:

Full factory frame required. No back-half trucks.

No aftermarket **REAR** 4-link systems (factory 4-link systems allowed).

No rear coil over conversions permitted

Front 4 link and coil over kits are ok

Allowed: Modified stock suspension, Lift/Lowering Kits, CalTracs, rear traction bars, spring and shock changes. Modified radius arm front suspensions allowed on originally equipped trucks.

Not Allowed: Coil-overs, aftermarket 4-link, back-half conversions.

Drivetrain:

2WD only. 4WD trucks must remove the front driveshaft. **No exceptions.**

Transmissions:

Trans swap ok
Manual valve body ok
No Trans brake
No Bump Box
No Line-Lock

Tires:

Street tires only. Minimum 400 treadwear. **No slicks or drag radials.**
All other M/T, R/T, H/T, and A/T tires with greater than 400 treadwear are allowed.

Power Adders and Electronics:

No water injection.
No methanol injection.
No propane injection.
No aftermarket water-to-air intercoolers (exception made for 6.7 powerstroke, must retain drop in replacement parts that fit OEM location)
Factory ECU required. OEM ECU swaps allowed. No restrictions on tunes & tuners.
No standalone ECUs. No aftermarket traction control systems. Foot brake racing only.

Race Format:

1/8 Mile
Instant Green (may use flashlights)
Non-boosted launch starts (2wd no prep, you don't want a burnout fest)
Cross Center is a loss
Leave Early You lose
Single Burnout
First one to cross finish wins
Single elimination, no buy-backs.
No time slips will be issued or displayed.
No prep surface. Racing will be held after the main event.
Heads-up racing with instant green start. (may use flashlight start)
Hot laps will happen so be prepared, street trucks should be able to hot lap all day

Right to Protest:

\$500 protest fee. If the protested truck is illegal, it is disqualified and protest money returned. If legal, the protested competitor receives the money.

Rules Interpretation Disclaimer:

This rulebook is not intended to be all-inclusive. Any modification, component, configuration, or procedure not expressly permitted within these rules shall be considered prohibited. When interpreting these rules, competitors should assume that if a modification or action is not specifically allowed, it is **not** allowed.

This principle aligns with standard practices used by professional motorsports sanctioning bodies including, but not limited to, SCCA, NASA, NHRA, NHRDA, and FIA. For any additional clarification regarding the rules set forth for this class, please contact your preferred NHRDA point of contact.