

Bloomsburg Fair Motorsports - 2019

Fullsize Truck/SUV Derby

Wednesday Sept. 25th @ 7 Pm

Pit Gate 4-530 pm (must be in inspection line by 6pm)

Drivers must be at least 16 years of age, 16 and 17 year olds need to have a signed consent waiver by parents or guardian to participate. Driver must furnish his/her own car. All drivers and pit crew must sign a liability waiver and purchase pit-pass before entering the pit area or track. All drivers must attend the driver's meeting prior to race time. Any driver under the influence of alcohol or drugs will not be allowed to compete. No alcohol or drugs permitted in pits. Unsportsmanlike conduct could result in banning or suspension of rights to infield area.

Trucks Permitted: Any Stock, Domestic or Foreign Full Size Pickup Truck or Full size SUV, extended cab; two or four door, solid metal hard top, 2 or 4 wheel drive up to 3/4 ton. If 4wd one of the main drive shafts must be disconnected. NO Mid-size call official with questions if unsure. No Jeep Wranglers, CJ 5, CJ 6, or CJ7. No super heavy duty, commercial or military type vehicles.

STOCK MEANS STOCK! These vehicles are to be considered stock unless specifically mentioned in these rules. No altering, swapping, welding, or manipulating parts unless specifically mentioned.

Drivers must hit a live vehicle every 60 seconds.

Drivers are required to wear a DOT approved helmet and safety glasses/goggles or face shield. Drivers must also wear full length pants and footwear that completely covers feet. Safety is our first priority while on the grounds. There will be no tolerance of any unsafe acts. Conduct of a driver or crew member can disqualify the driver and car from the event. All decisions of the judges are final. Please call the head official **Joey Young (570-441-3801) Mon thru Fri 8am-5pm** for any rule clarifications and questions.

Stripping:

ALL unnecessary glass, plastic, chrome moldings, mirrors, emblems, and flammable materials must be removed. No broken windows in doors.

The car must be clean and free of loose debris in the driver's compartment and the trunk. All airbags must be completely removed. Drain air conditioners and associated rubber hoses must be cut or removed prior to arrival at the track. All trailer/towing hitches must be removed.

Cages & Driver Protection:

Cage bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. **All components of cage** (including trans cooler and battery mounting brackets if attached to cage) must be at least 5" from the center of the firewall AND floor at any point including transmission and driveshaft tunnels. The rear bar may not be any further back than where the kick panel meets the bench seat.

Front bar may not contour the body. It must run straight across. All cage bars may be no bigger than 5"x5" except side bars. Side bars may be c-channel up to 6". Side bars cannot go past the firewall or past the center of the rear doors. If side bars are not used, mounting plates not exceeding ¼" x 6"x12" may be used on the ends of the seat bar and dash bar. All bars MUST be inside the driver's compartment except if a roof/halo bar is used. Roof bar must come off your rear seat bar or door bars (max. 5"x5" bars or 6" c-channel). Roof bar MUST go straight across and straight up and down. Roof bar may be bolted or stitch welded with 1 inch welds in 5 places to the roof only. Non-door post cars may weld 1 post to each side of the car, centered on the door seams, 3"x ½" max, with no more than 4" extending down the door or onto the roof.

TWO windshield bars or chains may be attached from the roof to the cowl area on the front windshield area only to protect the driver. Maximum size 3" wide by ¼" thick bar or ⅜" chain. May not extend more than 4" on roof and cowl. This may not be used as a strengthener or to keep a car from bending. No rear window bars allowed. If any issues with cage fitting inside of single cab truck, you may put rear bar in front of cab if sheet metal is cleared away from it. Call with questions.

Fuel Tanks & Batteries:

ORIGINAL FUEL TANKS in stock location **permitted**. If left in factory position, must secure tank in two places using up to ⅜ chain or wire. If Fuel cell is used, stock tank MUST BE REMOVED COMPLETELY.

Metal fuel cells or approved marine style metal tanks are required when mounted inside of car. No gas cans or plastic tanks. Maximum capacity of fuel tank permitted is 10 gallons. Anyone running on other than gas should notify officials. Any fuel leaks will disqualify car from participating. Please use secure leak proof fittings and good hose clamps and make sure they are tight.

Tanks must be located behind the front seat and must be securely fastened with chains, bolts, or both. ZIP SCREWS ARE NOT ACCEPTABLE. Trucks may mount fuel tank in front portion of box. If you choose to use a frame for the purpose of mounting your gas tank, it may either be mounted to the rear seat bar OR bolted to the floor sheet metal (no combinations) All fuel tank frames/mounts may be no wider than 24" and must start a minimum of 4" away from vertical sheet metal on both used and fresh cars. All parts of a cage mounted fuel tank frame/mount must be at least 5" above floor that is below said fuel tank frame/mount. Additionally, fuel tank mounts may not be used as a technical advantage on a vehicle.

All fuel tanks should be covered with a rubber mat, a metal cover, or both. You may run an electric fuel pump, but it must have a kill switch that is clearly marked.

Two batteries per vehicle are allowed. Batteries may be mounted securely to the passenger side floorboard and covered with a rubber mat. We recommend metal frames bolted or welded to the floor or chains. Do not use zip screws or rubber straps. If mounting battery box to cage, then all parts of metal box and components must be 5" from body sheet metal.

Brakes & Steering:

A working hydraulic brake system is required. You must exhibit the ability to stop. Anyone losing their brakes during an event will be disqualified. Steering may be altered from the steering box to the steering wheel.

Tires & Rims:

Air only. No liquid or concrete filled tires. No studded tires. Any ply rating, doubled, etc. will be allowed. All wheel weights must be removed, including on the inside of the wheels. Variable lug centers permitted. No bead-locks. No valve stem protectors.

Body & Frame:

ALL BODY MOUNTS MUST REMAIN IN STOCK LOCATIONS. If OEM body mounts are used, the portion of the OEM mount between the frame and body cannot be altered including the metal cone inside of rubber mount. If you chose to replace OEM body mounts, the OEM mounts may only be substituted with an actual rubber hockey puck (no homemade plastic or metal spacers allowed). They must be positioned in the original location and with the same intent as the factory installs them (laying on flat side), but bolts may travel through the top of floor. Body mount bolts may be replaced but bolt diameter size must remain OEM size for that make and model or use a standard ½" diameter thread. A washer, no larger than ¼"x3"x3", may be placed on the top (inside car where bolt sticks through floor) and bottom of body mount bolts inside of frame. No welding washers to car body or frame. Do not add or relocate anybody mounts and/or bolts. K-member and subframe mounts will be considered body mounts. Maximum size of k-member or subframe bolts permitted is the OEM size for that vehicle. Please call if you still have any questions regarding the body mount rules.

Notching and pre-bending will be allowed. Do not weld notches back together. Do not "enhance" or crease body lines. Wedging and lowering of trunk area will not be allowed. Trunk lids may be cut or bent to tuck. Quarter panels and tail light panel must remain vertical. Fenderwell sheet metal may be cut or rolled for clearance purposes but may not be bolted or welded back together.

Do not paint or undercoat frames inside or out. Do not grind or buff frames. No frame shaping/manipulation in front of rear humps is allowed. Only the first 6" of front end of frame may be seam welded. No other seam welding permitted.

Rear humps may be chained from side to side using one loop of chain to go over and around frame rails only. Can not go up through sheet metal or around any other components. Chain can not be wrapped more than once or will be considered double. You may also use one bolt per side but no welding will be permitted.

Any frame/unibody/rocker panel/body panel/bumper/etc. may be drilled to scope inside if deemed necessary for inspection. All rear inner decking panels must be removed from station wagons.

Patching and rust repair to body and/or frame will be allowed only if cleared in advance by head official **Joey Young (570-441-3801)**, & may require pictures before and after any repairs.

Hoods, Trunks & Doors:

Hood must have at least a 10" x 10" hole near the center for fire personnel access. Hood/trunk cutout bolts may be used (max. 12 per hood/trunk, no larger than $\frac{3}{8}$ " bolts, & bolts must only be placed around perimeter of hole). Hood may be secured in 8 spots with chain ($\frac{3}{8}$ " max.), or wire. Chain or wire may wrap around the bumpers. All hoods MUST open on stock hinges for inspection regardless of cutout size. Factory hood latches must be removed. The eight spots for tie down may have up to a $\frac{3}{4}$ " washer (no homemade washers) welded fast to hood. 16 washers maximum.

EACH door & trunk lid/tailgate may be secured in a total of 8 places of your choice on each panel by welding metal plates (3"x 3"x $\frac{1}{4}$ " max.), chain ($\frac{3}{8}$ " max.), #9 wire, OR banding. ONLY THE DRIVER'S DOOR MAY BE FULLY SEAM WELDED for safety purposes (3"x $\frac{1}{4}$ " straps max.). No inside seams may be welded. *Exception- trucks* may weld inside seams of **tailgates** using the same 3x3x $\frac{1}{4}$ " plate or 1 $\frac{1}{2}$ " angle iron no longer than 3" in 8 different spots total on inside and outside combined. If trunk lid cannot be fully opened for inspection, a 10"x10" inspection hole MUST be cut in trunk lid (This includes tucked trunk lids unable to open). Trucks may weld vertical seams (3" wide x $\frac{1}{4}$ " thick strap max.) between cab and box. Angle iron or like (3"x $\frac{1}{4}$ "), may be welded the width of the truck from cab to top of the bed. Bolting is also allowed given the bolts and plates do not fasten to anything other than rear cab sheet metal and sheet metal in the front of the box.

All body seams must be visible for inspection whether it is a pre-ran car that is bent or a fresh car that is pre-bent. Unlimited 9 wire is allowed to be used only after qualifying heat for the same night as feature. Pre-ran cars returning to fair for new events must abide by original rules.

Bumpers:

Truck/SUV Bumper Rule- Any year OEM car or truck bumper is permitted. You may cut or bend bumper ends for clearance. No sharp ends, cut ends must be rolled. Bumper brackets and bumpers may be re-bolted within reason. Excessive size or number of bolts and/or washers will have to be removed completely (please call with questions prior to show). You may weld inner and outer bumper seams together. OEM Bumpers may also be loaded but all metal must be done on the inside. Please call head official if any filler is needed to mount bumpers to mounts or frame (any exceptions must be approved prior to the show). Bumpers must retain all factory holes.

Brackets must be used in their STOCK manor and may not be altered in any way. Bumper brackets may only be welded to the first 6" of frame. Any part of bracket welded on past the 6" will have to be COMPLETELY removed. No additional metal may be used. You may weld bumpers solid to shocks, brackets, and frame. We don't want bumpers falling off. No homemade bumper shocks will be allowed. Bumper shocks must remain in one piece and be attached to the bumper.

Bumpers MAY be chained ($\frac{3}{8}$ " max) or wired to car body in four places. If chains or wire pass through hood or trunk, they will be counted as tie down spots. No welding bumpers to bodies.

Any factory non-bumper shock equipped vehicles may add 2 unaltered OEM style bumper shocks to mount bumper.

Engines, Transmissions & Drive shafts:

Engine & transmission swapping between manufacturers is allowed. Do not strengthen frames or crossmembers with mounts. Motor mounts may be bolted or welded to crossmember ONLY. One engine chain per side may be used, bolted to an existing factory hole in frame or wrapped once around frame

only (not welded). A factory transmission crossmember must be used but may be altered in center for transmission mounting purposes only (6" wide x 12" long x ¼" thick max). Also, 1 additional bolt per side, max ½" diameter, may be added to fasten crossmember to frame.

Aftermarket shifters, gas pedals, ignitions switches, drive shafts (slider), transmission coolers, electric fans, engine cradles, and throttle linkages are allowed.

Distributor protectors, transmission braces, and pulley protectors are NOT allowed. If any part of engine cradle extends under crankshaft pulley, one groove of pulley must visibly extend beyond end of cradle. No aftermarket transmission steel bellhousings or tailshaft housings are allowed.

Water only in cooling system. Please drain antifreeze prior to arrival at the track. Electric fans only. No engine mounted fans permitted. All cooling fans must be under hood. No external radiator guards/protectors. A piece of expanded metal or screen may be used between radiator and cooling fan under hood.

Exhaust may exit under the car or straight up through the hood. Some type of air cleaner must be used. No open carbs will be allowed. All holes in firewall must be covered with tin, heavy rubber, or a fire resistant material.

Suspension & Rears

Trucks may use any truck or car rear-end (8 lug or less). Aftermarket axle shafts are permitted. No added braces or axle-savers allowed on rear-end housings.

Front suspension may be raised or locked by using torsion adjustments, spring spacers, or a metal rod (1" diameter max.) from the top of LOWER control arm to BOTTOM of vehicle's frame OR one standard link of chain (¾" max.) may be welded from each side of one control arm to frame on each side of vehicle. If rod option is used, rod may not overlap side of frame. No combinations of rod and chain allowed. Front control arms and spindles may be interchanged between manufacturers provided no extra metal or welding is added to frame of vehicle. Ball joints must be OEM or equivalent.

Rear suspension may be locked or chained. One loop of chain (¾" max) per side in rear is allowed. Chain must extend straight up and down from rear-end housing to package tray area (not around outside of frame rails). Factory leafed vehicles must have factory spring packs with correct step-downs (minimum 2" step). No more than two additional clamps will be allowed on each spring pack. They may not exceed ¼" x 2" x 5". Trailing arms may be replaced with up to 2" square tubing. Coil over springs permitted.

Shocks may be clamped or stuffed with rags. Shocks and springs may be OEM style only. Rear shocks may be sleeved with pipe but pipe may not be welded to frame of vehicle. NO TRUCK SUSPENSION PARTS ON CARS. No suspension conversions except airbags to coil springs.

**IF IT'S NOT IN THE RULES, IT DOES NOT MEAN YOU CAN DO IT.
PLEASE CALL OR TEXT Joey Young (570-441-3801) mon-fri
8am-5pm WITH ANY QUESTIONS. ALL DECISIONS OF THE
JUDGES ARE FINAL.**