

Bloomsburg Fair Motorsports- 2026

Modified Fullsize Truck/SUV Derby

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. All drivers and pit crew must sign a liability waiver and purchase pit-pass before entering the pit area. All drivers must attend the driver's meeting prior to start time. Any driver under the influence of alcohol or drugs will not be allowed to compete. Unsportsmanlike conduct will not be permitted.

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! No Jeep Wranglers or CJ's. No super heavy duty, commercial or military type vehicles.

PRE RAN CARS - HAVING A PRE RAN CAR DOES NOT MEAN YOU CAN FIX WHATEVER YOU WANT IN ANYWAY. PRE RAN CARS MUST CONFORM TO THESE RULES OR RECEIVE PRE APPROVAL OF NEEDED REPAIRS!

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 or text the head official Joey Young (570-441-3801) mon-fri 8 am-5pm for any rule clarifications and questions.

Stripping of VEHICLES:

ALL glass, plastic, chrome moldings, mirrors, emblems, and flammable materials must be removed. No broken GLASS IS PERMITTED IN THE VEHICLE. 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.

VEHICLE appearance: Each truck truck needs its own distinct number where it can easily be read in contrasting colors. Roof signs recommended for individual numbers. Doors do not have to be white but numbers must be easily identified.

Cages & Driver Protection:

Factory dash may be removed.

Cage bars must be sheet metal to sheet metal. Bars must be single bars, not stacked or doubled. **All components of the 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 bars must come off your rear seat bar or door bars (max. 5"x5" bars or 6" c-channel). Roof bars **MUST** go straight across and straight up and down. The roof bar may be bolted or stitch welded with 1 inch welds in 8 places to the roof only.

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" x ¼" thick bar or ⅜" chain. May not extend more than 6" on the roof and cowl.

Fuel Tanks & Batteries

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

Gas Tank shields are permitted as long as it does not reinforce the vehicle.

Metal fuel cells or approved marine style metal tanks are required when mounted inside of the vehicle. No gas cans or stock tanks may be mounted inside. A plastic marine style tank may be used if secured inside of a metal box. Maximum capacity of the fuel tank permitted is 15 gallons. Any fuel leaks will disqualify the vehicle 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 tanks in the front portion of the 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 vehicles. All parts of a cage mounted fuel tank frame/mount must be at least 5" above the 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 inside fuel tanks should be covered with a rubber mat or metal cover. 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.(no metal covers). We recommend metal frames bolted or

welded to the floor or chains. Do not use zip screws or rubber straps. If mounting the battery box to the cage, then all parts of the 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. You may modify tie rods to strengthen them.

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 and side wall flaps 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 the rubber mount. If you choose 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 the 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 the 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.

All factory holes in the frame must remain open, so do not weld these shut.

Truck Bed sides must remain horizontal and not be creased or folded down.

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.

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.

Fix it Plates:

You may have 3 plates per frame rail 6"x6"x1/4". THEY MUST BE PAINTED RED FOR INSPECTION. THIS RULE APPLIES TO Pre rans only! **Must be pre approved and at damaged areas only!**

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) mon - fri 8am-5pm** & 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 the perimeter of hole). Hood may be secured in 8 spots with your choice of wire or chain ($\frac{3}{8}$ " max.). Chain or wire for the hoods 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 6 spots for tie down may have up to a $\frac{3}{4}$ " washer (no homemade washers) welded fast to the hood. 12 washers maximum.

EACH door & 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. SUV's that have barn doors may full seam weld the doors together, only the middle may be this way. 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 1/2" angle iron no longer than 3" in 8 different spots total on inside and outside combined. 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.

Bumpers:

Bumper Rules:

Any year OEM/factory car bumper is permitted. It also may be LOADED as long as the steel is inside of or covered by OEM skin. You may cut or bend OEM/factory bumper ends for clearance. You may also weld inner and outer bumper seams together on an OEM/factory bumper. ALL OEM/factory bumper holes must remain OPEN. All bumpers cannot be any wider than the outside of the tires - no sharp ends or jagged edges. The cut ends must be rolled.

No welds can be past 6" from the back of the bumper skin at any point on the frame. Bumper shocks must be welded to the back side of the bumper or square tubing. The end of the frame may be shortened to help bumper mounting ahead of core support. Core support mount location should not be altered when mounting the bumper.

Any Factory shocks may be used in a factory manner and may not be welded past 6" from the back of the end of the frame.

You may use a 8"x8"x $\frac{1}{4}$ " plates per frame rail for bumper mounting if hard nosing. This plate is to be used as an end cap only! No plates on side or top of frames.

No welding bumpers to bodies.

TWO $\frac{3}{4}$ " washers (no homemade washers) can be welded to the top of the bumper to attach the $\frac{3}{8}$ " chain or 9 wire to if desired

ANY ADDITIONAL WELDS, EXTRA BOLTING, MODIFICATIONS, ETC. will be in direct violation of this rule and you will not be permitted to cut or fix it! This will result in an automatic INSPECTION FAIL. IF YOU HAVE A QUESTION Please ask the head official!

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.

You may use an aftermarket or homemade Lower engine cradle. Engine Pulleys need to stick out further than your lower cradle. Any oem style or solid aftermarket engine mounts permitted.

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 the 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, ignition switches, drive shafts (slider), transmission coolers, electric fans, lower engine cradles, and throttle linkages are allowed.

Pulley protectors, Distributor protectors, transmission braces are not allowed. No aftermarket transmission steel bellhousings or tailshaft housings are allowed.

Water only in the cooling system! Please drain antifreeze prior to arrival at the event. Electric fans only. No engine mounted fans permitted. All cooling fans must be under the hood. No external radiator guards/protectors. A piece of expanded metal or screen may be used between radiator and cooling fan under the 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. Large holes in the 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 and savers are permitted. No added braces 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 the vehicle. If the rod option is used, the rod may not overlap the side of the frame more than 2". 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 the frame of the vehicle. Ball joints must be OEM/factory or equivalent.

Rear suspension may be locked or chained. One loop of chain ($\frac{3}{8}$ " max) per side in the rear is allowed. Chain must extend straight up and down from rear-end housing to the package tray area (not around the outside of frame rails). Factory leafed vehicles must have factory spring packs or similar (minimum 2" step). No more than two additional clamps will be allowed on each spring pack. They may not exceed $\frac{1}{4}$ " x 2" x 5". Coil over springs are permitted.

Shocks may be clamped or stuffed with rags. Shocks and springs may be OEM/factory style only. Rear shocks may be sleeved with pipe but pipe may not be welded to the frame of the vehicle. No suspension conversions except airbags to coil springs.

Rear trailing Arms can be modified to adapt for rear mounting.

**IF IT'S NOT IN THE RULES, IT DOES NOT MEAN YOU CAN DO IT.
PLEASE Call or text head official Joey Young (570-441-3801)
Mon-Fri 8am-5pm with any QUESTIONS. ALL DECISIONS OF
THE JUDGES ARE FINAL.**