

Sullivan County Fair Assoc.

Full Size Truck

Full-size trucks: Class is open to X-3/4-ton pickups, suv or vans. NO COMMERCIAL CHASSIS

They are to be two-wheel drive or four wheel drive with only one axle driving

Vehicle must remain factory other than the modifications specified below:

Any style aftermarket shifter, steering or pedal combo, lower cradle, trans brace.

Stripping: All glass, chrome trim, locks and anything else that might become embedded in the track, or a fire hazard must be removed. TOTALLY CLEAN IT OUT INCLUDING GLASS. Driver door panels can be left in for the safety of the driver, projecting latches, handles, etc. inside the driver's door must be removed.

Remove brittle metal & fiberglass pieces' front and back.

Antifreeze must be removed and replaced with water.

Exhaust: May use stacks or if using an under car it should be cut off at least 12" behind the driver's seat and be bent out towards the side of the vehicle, or straight up and down off of manifold.

FANS: You may use an Electric fan with plastic or nylon blades only.

Brakes: Must be in working order for safety purposes on the track.

TRANSMISSION COOLERS: May be moved to the passenger area and must be totally leak free.

All lines must be enclosed. Electric plastic fans with shrouds will be allowed. A cover or splash shield between the cooler and driver is recommended.

Tires and Wheels: ANY style RUBBER tire is allowed (NO STEEL TIRES ALLOWED NO RIMS ONLY) No Liquid loading of tires is allowed. Tire inside a tire is allowed. Remove all wheel weights. No protector style wheels. you may use a full wheel center.

NO REINFORCEMENT will be allowed except as stated. Front and rear Trailer hitches are to be completely removed.

Windshield Straps- You MUST install two safety straps from the body area behind the hood no more than 2° below the windshield line and no more than 2" above windshield line to the roof of the car to keep the hood from coming backwards through the windshield area. Front

WINDOW bars, straps are to be a thinner material.

NO rear window bar.

Rust Repair: If rust damage is to be repaired in the floors and frame, prior approval must be made before ANYTHING will be passed. No double flooring or double framing.

Driver Protection: A 4 bar enclosure around the inside cab may be installed. One dash bar, one behind the seat, one across each front door. All bars must be inside the driver's compartment. Door bars may run from dash to behind the farthest back portion of the seat where it meets the kick panel. Side bar MAXIMUM LENGTH 60* may go through the cab into the box for tank protector purposes only and may not exceed 24" from the front of the box. Must follow protective rules as well.

The front bar must be at least 5 inches from the center of the firewall and floor including the transmission tunnel. The back bar may be no further back than 1 foot behind the seat. All bars may be no larger than 4" diameter, except side bars may use up to 6" c- channel for flat mounting. A fifth bar may be used of the same size material to run from front bar to back bar to support shifters and switches ONLY. Attaching to the car may only be done on the sides, NO mounting to the floor or roof.

2x2" Gussets may be used at all welded connections but can only be welded to the protection area. NOT to the car body itself. Gussets must be within 8" of welded connection on both ends. Nothing can come from floor or frame to cage whatsoever. Used for protection only not reinforcement. Improperly installed bars are a hazard to everyone... NO EXOSKELETONS. All bars will be placed WITHIN the sheet metal of the vehicle. If you choose to use only front and back bar, mounting plates of ¼ "× 6"×12" may be used on the ends.

only not reinforcement. EXOSKELETONS. All bars will be placed WITHIN the sheet metal of the vehicle. If you choose to use only front and back bar, mounting plates of Y " 6"x12" may be used on the ends. Roll over bars (HALO) may not extend more than 6 inches above the roof line and may only be attached to the cage with two points of contact behind the front seat, not to the floor in any way.

All bars must be within the same guidelines as cage bars., NO EXCEPTIONS.

Hood: You may use wire or 2" X 2" angle iron 8 spots total. If using angle, it can be a max 4" long to hold the hood down. Must have a minimum of 12"x12" holed over carb. If using all thread as a radiator support bolt it may come through the hood in the two front spots ONLY!! **HOOD MUST BE OPENED FOR INSPECTION.**

Doors: Must be welded and or tied securely with cable or chain. Exterior door seams may be welded. You are allowed to use flat steel over the seams up to 1/8"x3". You may use an 1/8" door skin on the driver's door only. 2" max overlap. If ANY door comes open the car is disqualified.

Gas Tanks: Must be mounted in the center of the bed near the cab or in the rear passenger part. A marine style or equivalent fuel cell fastened down securely. All electric fuel pumps require a separate power switch within the driver's reach. The switch must be labeled fuel pump shutoff. NO PLASTIC boat tanks will be allowed. Homemade fuel cells, MUST BE: 1. Sturdy, 2.

Securely Mounted, 3. Entirely leak proof or you cannot run! MUST BE COVERED WITH A SHIELD!

Gas Tank Protectors: Protectors must attach to CAGE ONLY!!! The protector will be no larger than 24" outside and made of up to 4" x 1/2 inch material. 8-inch gussets can be used on the protector.

This is a FLOATING style protector. Must be no farther than 24" from the front of the box.

Fuel Lines: Must be metal passing through the firewall and in the passenger compartment. ALL FUEL LINES MUST BE A METAL LINE, OR HIGH PRESSURE RUBBER FUEL LINE INSIDE THE VEHICLE.

ALL FUEL LINES NEED TO BE COVERED, RAN INTO AN OLD GARDEN HOSE IS ACCEPTABLE BATTERIES: Are to be mounted solidly to car floor in the front passenger compartment with a rubber or plastic shield covering, batteries may also be mounted into passenger seat if secured and tight or metal box mounted to cage.

Engine: Swaps may be done. You may use Lower engine cradle Front plate style is ok (5/8" maximum thickness), distributor protector, pulley, and carb protectors as long as they do not strengthen the frame in any way. PP cannot touch frame, cross member, or sway bar. The distributor protector must be 5" or greater away from the dash bar. Nothing can run from distributor protector (or any parts of cradle, engine, or transmission) to dash bar. Trans crossmember may be altered to allow other makes engine and transmissions to be installed. You may use a 4" long piece of 3"x3" angle iron welded to frame no more than 12" from factory location to attach crossmember to. You may use factory or homemade crossmember no larger than 2" x2" angle, hollow round, or square material as crossmember Slider driveshafts and trans brace will be allowed.

Frame: NO FRAME SWAPS!!! Front frame may be shortened however core support must remain in stock location No shortening between firewall and radiator support. You may notch or dimple the rear section of the frame; notch must NOT be welded together.... also, no undercoating or painting frames No sub frame connectors. NO welding on the inside of the frame whatsoever. NO plating, pinning, or stuffing allowed NO kickers.

Fix It plates: may only be a maximum of 4"x 6"x 1/4". Plates and welds must not touch. must be welded flat on the outside of the frame. Cars that have ran multiple shows may have 8 total. Fresh vehicles may have up to 4 fix it plates and must follow all rules. Must paint all fix it plates RED!!

Suspension: NO suspension conversions no welding on spring pack If leaf sprung Maximum 5 clamps per side, 2" wide 3/16" thick, two 3/8 bolts per clamp. 1/4" working rear shackles, frame mount 1/4" maximum by 4"x6". Leaf springs up to (7) 1/4" thick springs 3 inch wide, (no reverse arch) flat sprung is ok. You may swap rears between manufacturers must be a passenger car or truck. No more than 8 lugs. The front sway bar-may be removed, or you can remove rubber bushings and bolt solid to both frame

and control arms, but it may NOT be welded or bolted to the engine cradle Frame or pulley protector in any way.

Ride Height: minimum 17" front and rear! You may lock suspension and/ or pipe shocks, use threaded rod or tube to do so; it must be used in the stock shock location only 1" maximum diameter. Doing this may not strengthen the frame in any way!

Steering: Any style column may be used. You may weld your tie rod sleeves to the tie rod or use a small angle to weld the tie rod to sleeve. You may also use aftermarket tie rods.

Hump Plates: You may run hump plates. They are to be no longer than 24" equal length in front and behind rear (centered over rear). They may be up to 1/2" thickness must be the same height as frame. No exceptions.

Body Mounts: body mounts must remain in the factory position. Only 6 extra 3/4" inch maximum body to frame bolts with washers that are free floating maximum size is 3/16th by 5-inch diameter. Maximum 8" spacing between frame and radiator support at front mount. You may change the original hardware to 3/4" diameter bolts, you may remove body spacers or add hockey pucks/steel spacers.

Body: Wheel wells may be trimmed for clearance however re-attachment should be no stronger than factory. You may use five bolts per side (3/8" or smaller) to go from the outer quarter around the wheel opening to the inner wheel well. Quarters and panels must remain in original position NO wedging you may NOT smash bed sides down, they must remain in factory position.

Tailgates/Hatches: May be welded vertical seams inside and outside with up to (6 spots) 3"x 3"x1/8" material or use wire/chain.

Bumpers: You may load Factory bumpers (all work must be done on the inside and it MUST APPEAR FACTORY FROM OUTSIDE) you may seam weld and you may use a 1/4" plate on back of bumper to support or stiffen. Homemade bumpers will be allowed, built from FLAT HOLLOW type steel 1/4" thick x 4" deep x 8" high no wider than vehicle width. You may NOT add a point to a homemade bumper. NO EXCEPTIONS. You may stack 2 pieces together from top to bottom to make height dimensional. All homemade bumpers must also be capped on the ends so there are no open ends. NO POINTED REAR BUMPERS

Bumper Mounting: NO BUMPER SHOCKS. You may weld the bumper directly to the frame and use (1) 4"x12" 1/2" FLAT STEEL PLATE per rail. May be on top, bottom, left or right of each rail. Must go from bumper to no more than 12" back on frame. Must have a 1/2" hole at end of plate for inspection if boxed frame. Vehicles without bumpers must have no projecting mounts or frame projections, bumperettes must be removed. All bumper mounting must be EXTERNAL only.

Nothing can be done inside of frame!!

Each bumper must be chained or 9 wired (double strand twisted) in two spots per bumper to help keep it on

NO EXTRA ANYTHING ALLOWED AS THE FIRST LINE STATES ALL VEHICLES MUST REMAIN STOCK UNLESS NOTED IN THE CHANGES ABOVE

#9 wire may be used 4 strand maximum in 4 spots. It may not go from frame to cage or halo (rollover bar)however.

Any situations that come up the promoters have the power to add or change rules required (2023). Just because it Isn't in the rules, it doesn't make it legal. All vehicles are to remain factory other than the modifications allowed and spelled out in each particular section. NOTHING MORE!!! Anything found to be Illegal before and after the show can result in Disqualification from the event and forfeiture or the winnings.

For rules questions contact Shane Vough (570)-447-3857. For registration questions ONLY contact Liz Fluck elizabethj19@outlook.com.