

Summit County Fair 2011 Rules

\$1400 purse paying 5 places

2.6 Street Diesel

The Street Diesel (SD) 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.

WS: 8000 lbs. Weight is with driver

REGULATIONS

Ballast: Ballast is permitted. Hanging front weights are permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the bed. Final decisions rest with the Tech inspector.

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

Body: The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled.

Brakes: Four-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.

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

Credentials: All drivers must have a valid state drivers license.

Driveline: An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup. Driveshaft loops are mandatory! No exceptions.

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Driveshaft Loops: All trucks must have at least six-inch wide u-joint shields around the rear u-joint constructed of at least ¼ inch steel or 3/8-inch aluminum that will safely contain the u-joint and the ends of each shaft. In addition there will be at least one shaft loop in the middle of the drive shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

Engine: The engine is limited to a stock-appearing, OEM make specific compression ignition engine.

Exhaust: The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fenderwell are prohibited. If the muffler or catalytic converter have been changed from stock, two 3/8 inch diameter bolts 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.

Fire Extinguisher System: A fire extinguisher system is permitted. It must be securely mounted.

Firewall: The complete OEM firewall is mandatory.

Floor: The complete OEM floor pan is mandatory.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited.

Fuel Injection 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 is prohibited. Powerstroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.

Fuel System: The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.

Harmonic Balancer: All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.

Hitch: The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. Trick hitches are prohibited. The hooking point must be the rear-most point on the vehicle and No Further Forward then 44 inches. 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 3.75-inch inside diameter opening for the sled hook. The hooking point will be measured From where the hook will rest of the clevis loop.

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 be operative.

Kill Switch: All Vehicles must have either an Air or Fuel a sled operated kill switch with a 2" Rigid Ring located at the rear of vehicle as close to hook point as practical. Trucks mechanical injection is strongly recommended to have a fuel dump valve. Kill Switch failure will result in disqualification

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.

Rear End: Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.

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. Street Equipment: Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

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, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Final decisions rest with the Fantasy Tech.

Suspension, Rear: An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected. Solid Rigid suspension is Permitted. Final decisions rest with the Tech

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

Tow Vehicles: Tow vehicles are prohibited.

Transfer Case: Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pick up truck.

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. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the block to the front of tail housing with a minimum six inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturers instructions) 3/4 inch by 1/8 inch straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI Spec 4.1. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

Transmission, Manual: Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles with engines running 4500 RPM or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Turbocharger: The turbocharger is limited to a 2.6 with an inducer bore in the compressor housing no larger than 2.6 inches measured at the smallest diameter area of the compressor wheel. Compressor wheel must protrude through housing at least 1/8 inch. All provisions allowing air to the wheel other than via the bore are prohibited. Map enhancement grooves allowed. Bushings/slugs/cheater rings/stepped covers and clipped wheels are prohibited. A 2.65" slug will be used to tech the compressor housing. 6.4L overstroke engines may utilize the factory twin-turbo configuration.

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

Wheelbase: The vehicle must retain the original factory wheelbase and track width.

ALL TRUCKS MUST ALSO FOLLOW GENERAL RULES AND GUIDELINES

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3.0 Diesel

8000lb 3.0 Diesel Truck

1. Diesel trucks only, maximum weight 8000lbs.
2. Trucks must be in safe operating condition.
3. No passengers allowed.
4. All trucks must have a three (3) way dump valve (manual) ahead of the injection pump to be operated from the dash panel and air shutoff kill switch that is operated from the rear of the vehicle. The kill switch must have a 2" ring and be mounted directly above the hitch in the center of the tailgate area.
5. Lap belts required and driver's side window must be down.
6. Trucks must have working brakes.
7. Trucks must have a full size steel or OEM type body. The bed of the truck must have a metal floor. If bed is gutted, 200lbs of moveable weight must be placed rearward of the centerline of the axle.
8. Interior seats may be removed except for the driver's seat.
9. No fuel tanks inside of cab.
10. Hitch height to be a maximum of 26", no transfer type hitches. Receivers must be made of solid steel with an oblong shaped hole 3 3/4" long and 3" wide. Hitch must be frame mounted center of the rear axle or behind. No pulling point more than 18" above centerline of the rear axle with 44" minimum from center of rear axle to hook point. No portion of drawbar may be greater than 25 degrees off horizontal. (acceptable angle: 0 degrees to a maximum of 25 degrees). Rear bumper bars required.
11. All trucks must have three round metal loops shielding on each driveshaft (two piece driveshaft will have six metal loops). 360 degree loop must be a minimum of 3/8" thick aluminum or 5/16" thick steel, 3/4" wide (or wider) and not more than 2" from the shaft in any direction. End loops to be placed no further than 6" from universal joints, with third loop in center of shaft, or can be a solid tube (3/8" aluminum or 5/16" steel) meeting the above requirements.
12. All trucks will have 360 degree metal shield around the universal joints, 3/8" thick aluminum with 1/8" steel insert or 1/2" aluminum or 5/16" steel, minimum width 6". The insert must be a minimum of six inches (6") wide. Shield must have a minimum of 2" clearance and a maximum of 4" clearance.
13. Axle and hub bolt shield required to be minimum 0.060 thick. Minimum diameter of axel end and hub bolts to be covered on both front and rear axles. Mounting shield cannot be mounted to axel end or hub bolts. A hole may be installed in the center of front shield so lock can be operated, so long as hub end or axel bolts are covered.
14. All vehicles must have an SFI approved clutch and flywheel. An SFI approved blanket is required around bellhousing or SFI approved clutch can. All torque converters, automatic transmissions must be equipped with an SFI 4.1 blanket.
15. Exhaust may exit through hood of vehicle and must point upward. Two (2) 3/8" bolts minimum grade 5 must go through exhaust pipe 90 degrees from each other, within 1" of each other, and be mounted as close to the turbocharger as possible.
16. Engine must remain in stock location. Forward most part of engine block must not exceed 17" forward of the centerline of the front axle. Maximum engine size is 460 cubic inches. Engines may be changed to cross factory lines of manufacturing (Cummins may be put in a Ford or Chevrolet). Factory option engines for 1 ton trucks and lighter are only allowed. No billet aluminum or steel blocks or heads.
17. OEM frame with maximum wheelbase of 158".
18. Maximum "p" series pump with 1 plunger per cylinder. No sigma pump allowed.
19. All vehicles are limited to a single turbocharger with an inducer bore on the atmosphere compressor housing no larger than 3.0 inches measured at the smallest diameter area of the compressor wheel. Compressor wheel must protrude through housing at least 1/8 inch. The inducer bore will be measured

- using a 3.05 inch plug. All provisions allowing air to the wheel other than via the bore are prohibited. Map enhancement grooved allowed. Map groove to be no wider than .250".
20. Computer chips and auxiliary boxes are allowed.
 21. Water (only) injection allowed. No alcohol, methanol, propane or nitrous allowed. Pump lube is allowed to water injection water, but no other accelerants or oxygen adding agents allowed.
 22. Dual rear wheels are allowed.
 23. Weights must be secured and may not extend more than 60" forward from centerline of front axle. Weights may be fastened in the bed and are not allowed in the cab of truck. No tarp straps allowed for any purpose.
 24. Aftermarket transmissions and transfer cases are allowed.
 25. All front axles must have coil or leaf springs and must be mechanical. Pneumatic, hydraulic and electrical adjustable stops are not allowed.
 26. Rear suspension may be welded.
 27. Traction and ladder bars are allowed.
 28. DOT street legal tires are only tires allowed. No altered, cut or recap tires. 35" is maximum diameter.
 29. All drivers must wear full fire protection including full face helmets with shield, head sock, fire gloves, fire sh collar meeting SFI Spec 3.3 or a Hahn's device. All helmets must meet or exceed Snell 1985 rating or must be SFI 41.2.
 30. All pulling vehicles must be equipped with a minimum of 2lb. Halon type 2 or 2 ½ lb. dry powder type fire extinguisher, fully charged with gauge, in working condition and convenient to operator.
 31. All Pro Stock Diesel Trucks (3.0) must use wheels no more than 6" of the forward most part of the vehicle. Wheels can be made to raise when not on competition track for ground clearance. Wheels to be no closer than 36" and minimum of 2" wide and 6" diameter.