



2022

Diesel Powerfest Series

Information

Buck Motorsports Park

900 Lancaster Pike, Quarryville, PA 17566

Competitor@BuckMotorsports.com

Track Phone: (717) 284-2139

www.buckmotorsports.com

Facebook Competitors Group

[Buck Motorsports Park – Competitors](#)

2022 Diesel Powerfest Schedule	
April 30 th	September 10 th
July 9 th	October 15 th

- Competition Class Structure -

(SS) Strictly Street Diesel Pick-Ups

Sled Pulling / Drag Racing

(RS) Renegade Street Diesel Pick-Ups – 2.6 Class

Sled Pulling

(PM) Pro-Modified Diesel Pick-Ups – 3.0 Class

Sled Pulling

- Show and Shine Class Structure -

Best appearing Ford – 1st Place Trophy

Best appearing Dodge – 1st Place Trophy

Best appearing GM – 1st Place Trophy

Overall Best in Show – Winners Trophy

Anyone with a Diesel Pick-up is eligible to compete, you do not have to enter the Sled Pulling or Drag Racing to participate in the Show and Shine Competition.

Registration for Show and Shine will close promptly at 5:30 pm.

Diesel Powerfest Weekly Purse Structure

SLED PULLING

(SS) Strictly Street: Entry Fee \$20

Fee is waived for those that meet Youth Motorsports Development Program Criteria

Payout Schedule	
1 st	\$175 + Trophy
2 nd	\$100 + Trophy
3 rd	\$75
4 th	\$50
5 th	\$25

(RS) Renegade Street: Entry Fee \$20

Fee is waived for those that meet Youth Motorsports Development Program Criteria

Payout Schedule	
1 st	\$400 + Trophy
2 nd	\$300 + Trophy
3 rd	\$200
4 th	\$150
5 th	\$100
6 th	\$50

(PM) Pro-Modified: Entry Fee \$20

Fee is waived for those that meet Youth Motorsports Development Program Criteria

Payout Schedule	
1 st	\$600 + Trophy
2 nd	\$400 + Trophy
3 rd	\$300
4 th	\$250
5 th	\$200
6 th	\$100

DRAG RACING

(SS) Strictly Street Drag Racing: Entry Fee \$20

**Fee is waived for those that meet the Youth Motorsports Development Program Criteria*

Payout Schedule	
Winner	\$300 + Trophy
Loss in Finals	\$200 + Trophy
Loss in Semi's	\$100
Loss in Semi's	\$100

Diesel Powerfest

Season Points & Payout Structure

Season points are tracked, and competitors are eligible for prize presentations at last event of the season.

SLED PULLING POINTS SCHEDULE

Winner	25 points	8 th	12 points
2 nd	20 points	9 th	11 points
3 rd	18 points	10 th	10 points
4 th	16 points	11 th -15 th	8 points
5 th	15 points	16 th – 20 th	6 points
6 th	14 points	21 st – 25 th	4 points
7 th	13 points	Participation	1 point

(SS) Strictly Street Payout Structure

1 st	\$175, Trophy, free vehicle entry for next year, and points jacket
2 nd	\$100
3 rd	\$50

(RS) Renegade Street Payout Structure

1 st	\$300, Trophy, free vehicle entry for next year, and points jacket
2 nd	\$200
3 rd	\$100

(PM) Pro-Modified Payout Structure

1 st	\$300, Trophy, free vehicle entry for next year, and points jacket
2 nd	\$200
3 rd	\$100

DRAG RACING

POINTS SCHEDULE

Winner	10 points
Loss in Finals	8 points
Loss in Semi's	6 points
Loss in Quarter Final's	5 points
Loss in Pre-Quarter Final's	4 points
1 st Round	1 point
Youth Motorsports Development Program	1 point

(SS) Strictly Street Payout Structure

1 st	\$200, Trophy, free vehicle entry for next year, and points jacket
2 nd	\$100
3 rd	\$75
4 th	\$50

OPERATION OF CONTEST RULES

1. All contestants at every event must sign a release and entry form, understanding that they are competing at their own risk and that they will not bring suit against any officials, employees, Promoter, and/or property owner. By signing the release and entry forms you agree to all rules set forth and warrant that your vehicle meets all the requirements for this class.
 2. **A contestant may be disqualified for either emotional or physical reasons by Competition Director or track officials. Example:** Disrespecting Buck Motorsports Park Staff, causing an aggressive scene, recklessness, drugs or drinking alcoholic beverages. Any driver or any of his or her pit crew consuming an intoxicating agent, and/or drugs, prior to or during the event will be disqualified from the event. Drivers will be held responsible for the actions of their crew!
 3. **All competitors ages 16 and 17 years old. MUST hold a Valid State Driver's License in order to compete. As well as have a parent or legal guardian signed competition release form.**
 4. **ALL competitors must have a state issued Identification Card.**
 5. **Tech officials reserve the right to revise and alter rules throughout the season.**
 6. All vehicles must register and pass tech inspection before competing. Registration and tech inspection area will open at 3:00 pm and close at 5:30 pm.
 7. Entry fee amount for Sled Pulling - \$20.00
Entry fee amount for Drag Racing - \$20.00
Entry fee amount for Show/Shine - \$10.00
Entry fee waived for Drag Racing/Sled Pulling for the Youth Motorsports Development Program
- A vehicle can enter one pulling class per event and one drag racing entry per event. No switching drivers for multiple entries. Driver can only enter 1 time per Class, all points go to driver, not the truck! Pit gates will open at 3:00, registration and tech will close at 5:30 pm.
8. All drivers must attend driver's meeting approximately 1 hour before event starts.
 9. A vehicle cannot be registered after driver's meeting unless approved by track official.
 10. Only the driver will be allowed in a vehicle during competition. (No Passengers)
 11. No one allowed on the track except for track officials and contestant. Track is defined as the area within 35' in any direction of the contest boundaries, including the runoff area at the finish end of the track.
 12. All contestants must drive vehicle onto track and into position to compete under its own power and must leave track under its own power unless for breakage. Vehicle must be in neutral or park while hooking to or unhooking from sled. Driver should

- raise hands while hooking or unhooking from sled.
13. All pulls must start with a tight chain; no jerking of any kind is permitted. Vehicle must remain within boundaries of the track, or the puller will be disqualified.
 14. Puller will be allowed a total of two attempts to reach the 75' mark. If puller goes past 75' mark on 1st attempt, no re-hook allowed. Test puller may drop 6 positions or rehook immediately. Test puller may drop to last only for mechanical breakage (visible to track official)
 15. Driver must wait for green flag from starting line flagman before starting the pull. Leaving the starting line while under the red flag, will be an automatic disqualification. No exceptions.
 16. Vehicle must stop immediately upon signal of red flag from flagman.
 17. Competition vehicles must be always operated in a safe manner within the confines of the track, pit area, and staging areas. Track officials have the right to stop and disqualify any vehicle being operated in a reckless manner. Pit and staging areas speed limit is 5 M.P.H.
 18. A contestant may be disqualified for either emotional or physical reasons by Competition Director or track officials. Example: recklessness, drugs or drinking alcoholic beverages. Any driver or any of his or her pit crew consuming an intoxicating agent, and/or drugs, prior to or during the event will be disqualified from the event. Drivers will be held responsible for the actions of their crew!
 19. If any vehicle and/or driver is disqualified for any reason, no refund of entry fee or pit fee.
 20. All vehicles must be equipped with a 2-1/2 lb. dry chemical fire extinguisher or 1 lb. halon extinguisher. Extinguishers must be fully charged, in working condition, and secured convenient to driver.
 21. Seat belts with shoulder strap are required and must be worn during competition.
 22. Driver must wear D.O.T. approved helmet. Helmet strap must be fastened. Driver must also wear long sleeve shirt and long pants, unless otherwise stated.
 23. All vehicles must have a 4-wheel hydraulic brake system in good working condition, unless otherwise noted.
 24. D.O.T. Tires only. No Cutting or studding allowed.
 25. All engine fans must be shrouded.
 26. Fuel must be #1/#2 diesel fuel only. Soy/biodiesel fuel is permitted. No other combustible material (nitrous, propane, etc.) may be injected into the turbocharger or any part of the air intake system. Water injection is not permitted. All nitrous, propane and water injection systems must be removed from vehicle.
 27. In a pull-off, each competitor will hook in the order pulled in original class lineup. Each competitor will have 2 attempts to make a measurable pull. No dropping of positions is allowed in a pull-off.

28. In a pull-off, if the track official determines an error has occurred in the sled setting, pull-off may be restarted. First puller may come right back or drop to last.
29. Track officials will have the option to check competitors for rule violations at any time during the events. Contest will be governed by Track Officials and Competition Director with all decisions final!
30. The Promoter or Competition Director reserves the right to change any safety rule or rules if they feel it is necessary.
31. Verbal or physical abuse toward any track official will result in automatic disqualification.
32. Vehicle **MUST** have a fully operational Neutral Safety Switch. As well as a Clutch Safety Switch if the vehicle is equipped with a Manual Transmission. You **WILL NOT** be allowed to compete if these Safety Switches are not functional.
33. Most Importantly Be Safe and Have Fun!
34. Protest procedures – any participant wishing to protest another participant will be allowed to do so under the following guidelines: Drivers must be registered for the event. A formal protest must be file with the Competition Director, form must be complete, and must be submitted prior to the start of competition. A \$200 cash protest fee will be required. The vehicle protested will be accompanied and evaluated by Buck Motorsports Officials and the driver of the protested vehicle. If vehicle is found to be non-compliant with Buck Motorsports Rules, the driver will need make the vehicle compliant or be eliminated from competition that day. If vehicle is non-compliant the funds will be refunded to the driver who initiated the protest. If the vehicle is found to be compliant, the funds will be split evenly amongst the protested driver and the 1st place purse amount.

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of the competition events and to establish minimum acceptable requirements for such events. These rules shall govern the condition of all events, and by participating in these events, all participants are deemed to have complied with these rules. **NO EXPRESSED OR IMPLIED WARRENTY OF SAFTEY SHALL RESULT FROM PUBLICATIONS OF OR COMPLIANCE WITH THESE RULES AND OR REGULATIONS.** They are intended as a guide for the conduct of the sport and are in no way a guarantee against injury or death to a participant, spectator, or official.

The event director shall be empowered to permit minor deviation from any of the specifications herein or impose any further restrictions that in his opinion do not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRENTY OF SAFETY SHALL RESULT FROM SUCH ALTERATION OF SPECIFICATIONS.** Any interpretation or deviation of these rules is left to the discretion of the officials. Their decision is final! For tech questions email us at competitor@buckmotorsports.com or call the office.

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(SS) Strictly Street Diesel Pick-Ups

Sled Pulling / Drag Racing Rules

Strictly Street class is designed for daily driven diesel pick-ups with original power train and drive line components

1. ALL Operation of Contest Rules Apply
2. Vehicle must be street legal, have a current state inspection sticker and license plate. NO DEALER TAGS. Vehicle must be in the same condition at the time it was inspected for current highway use. Registration card and license plate must match.
3. Engine must be compression ignition engine factory produced for 1 ton or smaller diesel pick-up truck. Engine swaps between manufacturers is prohibited. Must run original O.E.M. intake manifold. Aftermarket programmers and chips are allowed. Aftermarket air to air intercoolers are allowed.
4. Turbocharger must be a vehicle specific stock appearing turbo, with inlet size to not exceed 2.5 inches. Turbocharger inlet size will be checked at the tech official's discretion. Turbocharger inlet hose must be removed for measuring by tech official at any time requested or vehicle will be disqualified. Stock appearing twin turbochargers are permitted if they are O.E.M. for that year, make & model truck. All rules will be enforced to the best of our ability in the limited time available).
5. Maximum truck weight including driver is 8,300 lbs. Added weights for pulling and drag racing must be mounted and secured in bed of the truck. Front mounted weights are not allowed, front bumpers must be O.E.M., lower brackets for snowplow frames are permitted, no modifications that add weight are permitted. All trucks must be weighed before class begins. No aftermarket heavy front bumpers permitted.
6. The fuel injection pump is limited to one stock appearing O.E.M. pump for the specific year engine/ truck being used. Aftermarket supply pumps are allowed. No fuel tanks, fuel lines or batteries allowed in cab of truck unless factory installed.
7. Headlights cannot be removed for air duct lines. No air induction dams allowed.
8. Hitch must be a "Reese Receiver" style hitch. Reinforcements are permitted but are not allowed forward of the centerline of the rear axle. The hooking point must be the rearmost point on the vehicle. Hitch point cannot exceed 26 inches in height before, during or after the pull. Hitch must be horizontal to the ground and stationary in all directions. The hooking point must have a minimum 3.00-inch-wide x 3.75-inch hole for the sled hook. No "Trick" hitches will be allowed.
9. Vehicles must have a O.E.M. firewall and floor. Only holes allowed are those for brakes, clutch, transmission controls and wiring.

10. Wheels and tires must have D.O.T. approved number on sidewall. No cutting, grooving, shaping, or sharpening of tire tread is permitted. No studded tires or chains allowed. Dual wheel setups are permitted.
11. All vehicles must have O.E.M. working suspension front and rear, minimum 1 inch travel. Suspension may not be blocked solid. Bolt on traction bars and bolt on trusses are permitted. Air bag lines must be disconnected. Any truck with lift kit higher than 3 inches must have driveshaft loop and universal joint shields to cover the entire universal joint before competing in sled pulling event.
12. Wheelbase and width of truck must be unaltered for the truck being used.
13. Truck and driveline being used (including front and rear axle, clutch, transmission, transfer case and drive shaft) must have been originally produced for diesel engine one ton or smaller pick-up truck. Converted gas engine short wheelbase trucks are not allowed.
14. Engine and radiator must be in original location as intended by manufacturer.
15. Frame, body, hood, bed, and fenders must meet O.E.M. specifications. Flat beds must be PA street legal. Beds must have full floor. All window glass must be in place. Doors and windows must function up and down. No plexiglass windows. No gutting of interiors.
16. Headers and open exhaust permitted. No headers thru hood or fenders will be permitted. Exhaust must exit straight up behind and above cab or under vehicle toward the rear of vehicle. (No side exit exhaust toward grandstands will be allowed unless factory installed.)
17. All engine fans must be O.E.M. shrouded.
18. Laptop computers are allowed for data acquisition purposes only. They must be mounted out of reach of driver on passenger seat or passenger side floor of truck.
19. For tech questions email us at competitor@buckmotorsports.com or call our office.

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(RS) Renegade Street Diesel Pick-Ups – 2.6 Class

Sled Pulling

Renegade Street class is designed for street legal appearing trucks with aftermarket engine components. Turbo chargers are limited to a 2.600-inch inlet size. Safety equipment is required.

1. ALL Operation of Contest Rules Apply
2. Maximum weight 8000#
3. OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions and tube chassis are prohibited. Lengthening of frame allowed up to 158". Longer trucks (158"-172") must maintain OEM measurements for body being used.
4. The body must be OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. After market hoods permitted. The hood must be closed and securely latched when hooked to sled.
5. Maximum cubic inch 460. Engine must be in OEM locations for the body used. No aftermarket blocks permitted. Engine must have 3/8 cable surrounding #1 and #2 cylinders and must pass through the manifolds. 2 cables at splice with 4-6 inches of slack.
6. Cylinder head must be OEM or OEM replica for brand of engine. Outside of cylinder head must measure factory width and length. No billet heads of any material. Head must retain factory OEM valve angle. No deck plates permitted. Side draft and aftermarket intake manifolds are allowed.
7. Hook point to be no closer than 44" of centerline of rear axle. Maximum hitch height of 24" with a minimum of 3.75"x3" opening. Hitch must be stationary in all directions. Hitch must be frame mounted. The use of Reese style hitches is prohibited. Hitch must be centerline of rear axle or behind. Hitch must not exceed 25-degree angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. No hitch supports or adjusters fastened to rear axle housing shall be above center point of rear axle. Pivot pin of drawbar can be no further forward than the centerline of rear axle.
8. Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore

for 1/8". Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter inducer bore and contact wheel

9. All vehicles must be equipped with upward pointing exhaust located either directly behind cab or out of truck hood. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other and within 12 inches of turbo.
10. Front hanging weights are allowed, not to exceed 60 inches forward from the centerline of front axle. Ballast may be added in the bed of truck but must be securely fastened. Maximum weight 8000 pounds.
11. All trucks must have at least six-inch-wide u-joint shield around the rear u-joint constructed of at least 5/16-inch steel or 3/8 aluminum that will safely contain the u-joint and the end of the driveshaft. All shields must be securely mounted to vehicle. Any front shaft u-joints that can be visibly seen from side of truck must be shielded to contain the u-joint and the end of the driveshaft.
12. A fire extinguisher system is permitted. 2.5# fire extinguisher must be securely mounted within reach of driver. A complete OEM firewall is required.
13. All drivers must have valid driver license and full SFI fire suit including helmet. Seatbelt/restraint must be worn.
14. The complete OEM floor pan is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted.
15. Hand throttles permitted. Diesel fuel only (See fuels page for specs) No propane or N02 or any other oxygen enhancers allowed
16. Maximum of one P pump up to P7100 allowed. 13MM plunger limit. Ag governors permitted. The use of multiple high pressure common rail fuel pumps is legal.
17. OEM rear and front ends required. Must have come factory in a one ton or smaller vehicle.
18. Axle shields are required. Shield to be .060" thickness steel or aluminum. A hole may be cut in one shield to allow operation of hub lock.
19. Safety switch (rain cap or guillotine) must shut off air to diesel engines. Switch will be securely mounted to back of vehicle. A 2 inch or bigger solid ring must be attached to end of switch. Ring must be zip tied to switch bracket. Switch must also be able to be activated in cab while driver is secured in vehicle.
20. Hydraulic steering permitted.
21. Suspension - The upper mounting point for strut assembly must be in factory location. Adjustable caster/ 60 camber pillow ball mounts are permitted. The lower control arm may be strengthened provided the factory mounting points are maintained. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Raising or lowering of vehicle height with suspension modifications is

permitted but must be bolt on only. Welds permitted for attachment to frame and axle only. Blocked suspension permitted. No air bags. Rear suspension may be made solid.

22. Tires must be DOT approved with maximum size of 35x12.50. No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires.
23. Dual wheels are prohibited.
24. OEM transmission and transfer case must be used. Must have come factory in a one ton or smaller vehicle.
25. Non-OEM transmissions prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted.
26. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.
27. Water injection is prohibited.
28. Air to air intercooler only. No ice or water permitted truck during competition.
29. For tech questions email us at competitor@buckmotorsports.com or call our office.

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(PM) Pro-Modified Diesel Pick-Ups – 3.0 Class

Sled Pulling

Pro-Modified class is designed for stock appearing trucks with weights on the front end, exhaust stacks through the hood, and aftermarket engine components. Turbo chargers are limited to a 3.00inch inlet size. Safety equipment is required.

1. ALL Operation of Contest Rules Apply
2. Maximum weight 8000lbs. (Dry weight 7900# for ice allowance at scales.)
3. The OEM chassis is mandatory. The vehicle must retain a full ¾ or 1-ton size chassis. Wheel tubs, back-half conversions, tube chassis prohibited. Maximum wheelbase 158” and 102” maximum width. (Outside tire to outside tire). Rigid suspension allowed. Hydraulic steering permitted. (Intent= no Isuzu or compact diesel chassis)
4. The body must be OEM truck body, including full metallic floor pan and must retain complete OEM firewall. Beds must be covered. No flatbeds permitted. The body must retain full metal, aftermarket steel hoods are permitted. The must be closed and securely latched while hooked to the sled.
5. Maximum engine size will be 460 cubic inch. Engines must come from factory in one ton or smaller diesel pickup truck. Engine must remain in stock location as intended by manufacturer. Engines may be interchanged between manufacturers.
 - a. No aftermarket blocks permitted
 - b. Head must be OEM or OEM one piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of cylinder head must measure factory width and length. Head must retain OEM valve angle.
6. Front of engine block can be no farther forward than 17” of center line of front axle.
7. Engine must have cable surrounding block and head. Cable must be minimum 3/8” diameter located between cylinders #1 and #2. Cable must pass thru manifolds. Cable will have 4-6” of slack with a minimum of 4 cable clamps at splice.
8. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060” thick. (This equates to a steel inner fender)
9. Hook point must be no closer than 44” of center line of rear axle, hitch height maximum of 26”, with a minimum of a 3.75” X 3.0” opening. Hitch point must be easily accessed.

No “trick” type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25° angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. No hitch supports or adjusters fastened to the rear axle housing shall be above the centerline of the rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.

10. Secondary hitch required. Minimum of 3/8” steel, located 12” below primary hitch on the same vertical plane. (You should be able to look directly through both at the same 49 time – they need to be lined up.)
11. The turbocharger is smooth faced intake housing, limited to a maximum of 3.0” inlet, (no map ring) with all air entering through the 3.0” opening. Intake wheel must protrude 1/8th inch inside of opening.
12. Exhaust must exit straight up, with (2) 3/8” bolts mounted in a cross pattern no more than 1” apart as close to the turbine wheel as possible, no more than 6” away from turbine wheel.
13. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.
14. Water injection is prohibited. All components must be removed from the truck.
15. Air shut off must have a cable that goes to the rear of truck operated by the sled operator and also one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter metallic ring to attach the sled.
16. Fuel Systems: Maximum of one P7100 pump (2 5/8”W x 9 9/16”L x 8 3/16”H main pump body), limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat.
17. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
18. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
19. Must run DOT approved tire. Maximum tire height 35”, no studded tires or chains. No alteration to DOT tires allowed. Dual rear wheels are permitted on rear axle only. Maximum of 6 tires. 50

20. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of the truck. If weights are located in the bed of truck they are to be securely fastened to the bed of the truck.
21. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.
22. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
23. No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions, refer to General Rules.
24. SFI bellhousing blankets and/or SFI blow proof bellhousing required.
25. All U-joints must be shielded 360 degrees with 3/8" thick aluminum w/1/8" steel liner or 5/16" thick steel. Shield will be 6 inches long minimum and centered on u-joint. Inside diameter of shield will be no more than 2 inches larger than u-joint.
26. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
27. Fire extinguisher (2.5#) or fire suppression system, Helmets-Snell 90 or better, SFI fire suits, head sock, gloves, shoes, and seatbelts required.
28. No traction control permitted.
29. For tech questions email us at competitor@buckmotorsports.com or call our office.

DRAG RACING

** in the case of a tie in the season points a final grudge will determine the winner. All competition rules will apply.

**All applicable safety rules from the General Contest Rules will apply to side by side Drag Racing Feature.

General Competition Rules

1. When competition is side by side, any competitor that leaves before light is green is automatically disqualified. Official has final say.
2. In the event of disqualification, the other competitor immediately automatically advances, and the race is deemed complete.
3. In the event of an uneven number of competitors a random bye run is chosen.
4. Competitors and vehicle can only run one class per night.
5. All competitors must be 16 years old and possess a valid driver's license from their state

Round 1 Rules

1. If you are unable to pull to the line and stage once your competitor has staged, you have forfeited your round.

Round 2 - Semi Final Rules

1. If a competitor cannot race the loser of the previous round will advance and take their spot. If the loser cannot make run, then the other competitor will get a bye run.

Final Round Rules

1. If a competitor cannot make the final round, the loser of the previous round will advance and take the spot. If the loser cannot make the final round, then the opposing racer will re-race as the final round. If the opposing racer cannot make it then race is called.