



DISCLAIMER

The rules and/or regulations set forth herein are designed to provide for the orderly conduct of racing 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 WARRANTY OF SAFETY 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 race director shall be empowered to permit reasonable and appropriate deviation from any of the specifications herein or impose any further restrictions that in his/her opinion does not alter the minimum acceptable requirements. **NO EXPRESSED OR IMPLIED WARRANTY 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.

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1.0 Vehicle eligibility

1.1 All trucks competing in the Bandit Big Rig Series must meet the following criteria.

1.2 Bandit Big Rig Series vehicle eligibility is limited to mass-produced (over 1,000 total units) class 7 or 8 cab-**and** chassis, commercially produced tractor-trucks that were available for purchase in the United States and Canada for street and highway use at the time of their manufacture. Non-street legal, custom-bodied trucks and/or single-seat "yard mules" are not approved for competition.

1.3 Vehicles are limited to one steer and one drive axle only.



- 1.4 All trucks must start each race with a total of 6 tires attached. (2 tires in conventional positions on front axle, 4 tires attached in conventional positions on rear axle.)
- 1.5 Must meet a minimum weight of 11,500 and will not exceed a maximum of 14,000 lbs. at the completion of any practice or competition. Weight includes fuel, oil, water tanks and driver, as the truck comes off of the track. No refilling of fluids or adding of any weight to the vehicle before weighing of truck after completion of the race is allowed.
- 1.6 May be of "OEM" conventional or cab-over design; may be a day-cab or sleeper, provided that the wheelbase of all trucks is between 144" and 176".
- 1.7 The exterior appearance of the cab of the truck may not be altered in any way, except for reinforcing panels and/or joints, i.e. no chopping the roof line or standard cab extremities. Rear cab side "fairings" are allowed as long as they DO NOT exceed 12" in width.
- 1.8 Minimum height of cab is 7' 6" and maximum overall height of the truck is not to exceed 10'-6" (including exhaust stacks). However, cab may be lowered to the top of the frame by removal of the cab suspension only.
- 1.9 Cab must remain in an "above frame" state; no lowering of the cab below the stock frame rails is permitted.
- 1.10 All cabs must retain the OEM floor in its original location.
- 1.11 All competition vehicles must meet all safety and performance standards detailed in the Bandit Big Rig Series competition rules as prescribed in the following.

2.0 Engines / drive train:

- 2.1 Engines and transmissions must be located within 4" of the stock location; no major set-backs or relocations are allowed.
- 2.2 Replacement engines or transmissions may use adapter plates to attach to stock frame mounts provided they meet the 4" rule. Adapters may off-set engine and/or transmission locations by no more than 4.0" vertically or front to back, no side shift is permitted.
- 2.3 Radiators may be enlarged or replaced with alternate units.
- 2.4 Minimum engine displacement: 10 liters; maximum engine displacement: 15 liters.
- 2.5 Engine must be 4 stroke configurations.
- 2.6 Engines may be a replacement. Engines may be of a different model year than the truck chassis but must have been available from an OEM for commercial highway use in a truck released for the USA or Canadian use.
- 2.7 All engines, regardless of size, must have one single-stage turbo unit. The turbo air inlet size is limited to 80mm maximum, no exceptions. Any turbo larger than 80mm will require a turbo restrictor. Turbochargers may be of any make or model.



- 2.8 Camshaft must remain OEM; no custom ground shafts permitted, and be available over the counter from an OEM manufacturer.
- 2.9 No oil dry sump systems permitted. Fuel /oil coolers are permitted.
- 2.10 Transmissions may be manual or automatic, however they must be commercially available for purchase in the United States and or Canada from an O.E.M. All manual transmissions must be shifted by a one piece shift rod that runs through the floor of the cab and enters the transmission through the top of the case. No electric or air shifters of any kind allowed on manual transmissions.
- 2.11 All transmissions must have a working reverse gear.
- 2.12 Clutch: must be commercially available, no custom clutches, non-O.E.M. torque converters or air operated clutches allowed.
- 2.13 Final drive: limited slip differentials and welded final drives are permissible. Traction control devices are strictly prohibited.
- 2.14 No power driven front ends allowed.
- 2.15 A stock commercially available rear-end housing must be used in stock lateral position; no alteration to the housing is permitted to attain any camber alteration. No two speed rear ends are permitted.
- 2.16 Exhaust downstream of the turbocharger may use a muffler or DPF; due to the high heat generated by after treatment devices they are "not" permitted to have any regen function/diesel fuel injection after the combustion chamber.
- 2.17 Exhaust systems must have a minimum of two (2) 3/8" diameter bolts crossed ("x") in the exhaust system.
- 2.18 Excessive smoke will be grounds for a black flag and possible disqualification from the event at the steward's discretion.
- 2.19 Exhaust may exit via "stacks or weed burners" your choice.
- 2.20 One (1) drive-shaft safety loop, made of 2" wide x 1/4" thick steel strap must be installed for every 48" of drive-shaft, equally spaced. (Yes, that means that a 49" shaft needs two.)
- 2.21 The position of the driveshaft safety loop shall be no more than 12" behind each u-joint.
- 2.22 Engine fuel introduced into the combustion chamber is limited to #2 diesel fuels only. Nitrous, methanol, propane, ether and water injection are prohibited. Under no circumstances is any "combustible" other than #2 diesels, is permitted to be introduced into the intake stream.



2.23 The use of electronic logic processors (this includes any traction control devices) to control ANY function of the race truck and/or any system for the purpose of gathering data from any function of the truck for which the intended use is computer downloading will NOT be allowed at any time or at any event.

3.0 Brakes

3.1 Trucks may use either air operated drum or disk front brakes, provided the braking system (including but not limited to all friction components, lines, brackets) is available from either an OEM or commercially available aftermarket supplier.

3.2 Trucks must use OEM, DOT approved air operated rear drum brakes.

3.3 Custom or non-OEM friction material may be used for brake lining, but stock brake shoes or brake pad backing plates must be utilized.

3.4 All trucks must utilize a working water spray system to maintain brake cooling.

3.5 Standard dual circuit brake actuation via the "foot pedal" only are mandatory, Front to rear proportioning valve for setting brake proportions are legal BUT only via an air regulator placed in line between the foot pedal and rear axle brake valve out of the reach of the driver when belted inside of the truck. No proportioning of left to right will be permitted.

3.6 Standard Class 8 type air over spring parking brakes must remain operable at all times and all controls must remain within reach of the driver while seated and seat belts fastened. Parking brake controls must be clearly identified inside the cab.

3.7 Maximum air system pressure not to exceed 130 psi. All air tanks must be securely attached to the chassis and must be DOT approved tanks.

3.8 Antilock brakes are illegal.

4.0 Chassis / suspension

4.1 All trucks will have a minimum of 60/40% weight ratio, front to rear. 60 front Minimum/40 Maximum rear.

4.2 The minimum weight of all trucks of 11,500 lbs. including driver, AFTER the races, Truck also will not exceed a maximum of 400 lbs. greater weight on the left side than the right side of the vehicle.

4.3 Minimum ground clearance for the side pods and coverings are 8".

4.4 Must have straight axles; no independent suspensions. (Front or rear)

4.5 We recommend you add a third-link; differential link to the frame for rear-end roll under acceleration/deceleration.

4.6 A maximum of four (4) additional cross-frame bracings are legal.



- 4.7 All cross-frame supports must be perpendicular to the main frame rails, no x members permitted and properly attached to the stock frame rails.
- 4.8 Limit one shock per axle corner and shock body must be made of steel and must not be adjustable. Coil over's prohibited.
- 4.9 Shocks must be OEM or stock replacement steel body shocks. No high performance or adjustable shocks allowed
- 4.10 Leaf spring front suspensions only. Modification may include two (2) coil springs or air bags on the front axle (1 per side) in conjunction with leaf springs as "overload" helpers. Air bags used in this manor are not to be adjustable by the driver when belted into the driver's seat and must be independent of each other's air supply. Weight adjusting screws may be used in conjunction with the metal front coil "overload" springs and may not be adjustable by the driver.
- 4.11 Rear suspension is to be of an OEM commercially available configuration, and design using air bags or leaf spring.
- 4.12 Modification of the rear suspension may include replacing the air bags with rear coil springs. If coil springs are substituted, they must be restrained to the vehicle by a tether system connecting the rear coil spring to the rear axle assembly. (Combination of both coil springs and air bags is prohibited).
- 4.13 Driver may not have the ability to adjust any aspect of the suspension during competition including shocks, ride height, spring rate, brakes or axle rolls.
- 4.14 OEM Anti-roll (sway) bars or homemade sway bars are legal.
- 4.15 A semblance of a fifth wheel is required. It is recommended that the "stock" fifth wheel unit be removed.
- 4.16 Front axles must be a commercially available unit "from a truck OEM" with a single piece center beam and nonadjustable stock spindles fitted to each side via stock "king pin" style fitment.
- 4.17 Caster: the front steer axle can be set to a maximum of +25 degrees caster by the means of castor angle adjusting wedges, provided that the front axle remains in the stock, originally engineered position no lateral offsets allowed.
- 4.18 Camber: the front steer axle and its wheel camber is to be set at zero degrees camber (+/-1.5 degrees total) measured on a level surface with the front wheels in a straight-forward position if caster blocks are used.
- 4.19 If caster blocks are 10 degrees or less, the front axle may be bent a maximum of 10 degrees camber in the straight forward position.
- 4.20 A stock steering gearbox or "factory rack and pinion specifically used on the VIN# of the truck" and stock OEM steering pump must be maintained.



4.21 No rear suspension "Lift bars," "Pull bars" or "Traction bars" are permitted.

5.0 Roll cage/body

5.1 Roll-cages: the driver's compartment must be fitted with an internal safety cage. Minimum acceptable safety cage requirements are detailed in these regulations. The roll cage should follow the full outline of the cab's interior. (Vehicles with substandard welds, improper mounting, inadequate fitment or poorly engineering design will not be allowed to compete.) No exterior roll hoops behind the cab will be permitted.

5.2 The minimum base plate area for mounting the cage to cab floor and then to frame is 8" x 8", using 1/4" steel plate (please note bigger is better).

5.3 Base plates must be bolted using minimum 1/2" diameter grade 8 hardware to the cab floor using a matching thickness and material base plate as a mating plate. Under-cab, matching roll cage base plates must be firmly attached to the chassis (welded solid is recommended, otherwise bolted to frame with a minimum of six, 5/8" grade 8 bolts).

5.4 The cab exterior may not be modified for the fitting of a roll cage.

5.5 All roll-cage material must be a minimum of 2.0" od x .120" wall seamless steel.

5.6 A minimum of three (3) horizontal... or... two (2) "x" and one (1) horizontal driver's side door bars are required. Intersecting vertical support bars are also required; minimum two (2) full sets for horizontal bars...or... minimum one (1) center bar for "x" designs. The gutting of interior door panels and the modification of interior sheet metal for the fitment of all roll-cage components is allowed. Door bars may extend into the cavity of a gutted door to provide additional room for the driver's seat. Roll cages are to be attached to the cab structure floor at a minimum four (4) locations. Additional tabs, attaching the roll cage to various points of the cab are highly recommended.

5.7 All main hoops shall incorporate a 1/4" inspection hole drilled in such a location as to allow a tech inspector ample room for caliper measurement. All welds recommended to be completed by a certified welder. These requirements are minimum. Additional reinforcements are acceptable.

5.8 Front and rear bumper guards must be fitted to the front and rear of the vehicle, they must be capable of supporting the vehicle weight when jacked up. These guards are to same material and size as the roll bars.

5.9 No aftermarket, "cattle catcher" style front bumpers allowed.

5.10 Bars (front and rear bumper guards) must have a 5/16" inspection hole drilled for easy access by bandit series technical inspectors. The tube structure may not be skinned and must remain open tubing. These guards must meet the following specifications.

5.11 For the front bumper guard only: the main hoop of the bumper must be vertical (+-5 degrees) and must not extend any further forward than four inches than the front face of the standard bumper. The highest edge of the guard must be in line with the highest point of the



standard bumper. The front bumper may remain or be removed. The front guard must be attached directly to the frame rails only, and all the attachments must be forward of the complete front wheels. The front guard assembly must be a minimum of 80% of the measured width of the vehicle and not exceed the overall width of the body.

5.12 For the rear guard only: the rear face of the guard must be vertical (+/-5 degrees). No part of the rear guard may extend more than six inches behind the end of the chassis rails. The highest point of the rear guard must be level with top of the frame rails.

5.13 The overall width of the rear guard must extend to at least the centerline of the duels (+/- 1"). They cannot extend beyond the outermost tread of the outside duel tire. The rear guard must be attached directly to the frame only and all the attachments must be rearward of the complete rear wheels.

5.14 Front and rear bars must be between 11" and 16" above the ground. (Consider on track access when configuring your height).

5.15 The ends of all tubes must be closed. Bottom tubes must be joined to top tubes, no sharp edges or corners permitted.

5.16 All trucks shall be equipped with side crash bars (anti intrusion side pods). Assemblies must include a minimum of two horizontal bars (2.0" od x .120" wall or 2.0" square x .120" wall steel) no greater than an 18" on centerline. Vertical support bars can be no more than 24" apart between each vertical tube.

5.17 Anti-intrusion side pods: the side pod assemblies must be bolted or welded to the truck frame rails to ensure integrity during competition contact. Side pod assemblies may be comprised of a single piece or multiple independent sub-assemblies. If sub-assemblies are installed, a maximum spacing of 2" may exist between any two sections. Side pod assemblies must extend to within 1" of the widest measured point of the vehicle tire track and cannot exceed 2" of the widest measured point of the original vehicle.

5.18 The length of side pod assemblies shall be no more than 12" from the outside diameter of the front and/or rear tire. All terminating ends of the side pod assembly must be capped and must contain an intersecting vertical support bar no more than 1/2" from the end of the tube.

5.19 All side pods must be installed such that the bottom of the assembly is no less than 8" and no more than 12" from the racing surface (ground line) and must maintain a height equal to the top frame rail within 1 inch.

5.20 The side pod assemblies must be covered in fiberglass, aluminum, sheet steel or plastic and all bodywork is to be securely affixed to the assembly by pop rivets or [Dzus®](#) Fasteners, self-tapping screws are not allowed.



5.21 All trucks are required to have the supplied Minimizer fenders installed per the manufacturer's recommendations. Rear fenders and brackets will be supplied to the teams at no cost by Minimizer.

5.22 Vehicles with tilt cabs must have an additional device in addition to the normal tilt lock mechanism which will prevent cab tilt. The weakest part of the device must be either one steel bolt or pin of at least 3/4" diameter or two steel bolts or pins of at least 5/8" diameter. No exceptions.

5.23 No "wings" or spoilers allowed.

5.24 All trucks must have clearly identified tow points, front and rear bars are acceptable, add-on hooks cannot protrude past the bars.

6.0 Safety

6.1 MINIMUM age for a Bandit driver will be 18 years of age. Proof of driver's age must be submitted if asked by a Minimizer Bandit Big Rig official.

6.2 All required driver's safety equipment must be installed, and in use at all times during practice, exhibition and competition. Teams are responsible for maintenance of and proper use of the safety equipment, and compliance with all bandit series' rules and regulations.

6.3 Professional circle track racing seats are required for all driver seats. Full containment seats are highly recommended. All seats fitted must be mounted solid per manufacturer's recommendations.

6.4 The driver's seat must be attached to the roll-cage by no less than four grade 8 bolts, 3/8" minimum.

6.5 The back of all driver's seats must be minimum height of the middle of driver's helmet or higher.

6.6 Passenger seats and safety equipment must be of the same specification and installation as the driver. No passengers are allowed during any bandit series competition. Passengers may be allowed by bandit series officials during ride-along sessions at reduced speed.

6.7 Harness requirements: all drivers in bandit series sanctioned events shall utilize a minimum five point SFI certified, lap belt, shoulder harness and submarine belt. Not more than 2 years old from date of manufacture.

6.8 Harness must be installed per manufacturer's recommendations.

6.9 All belts and harnesses should be replaced following any hard crash. As well as any belt assembly that shows any signs of wear or damage.

6.10 Glass side windows are to be removed from the vehicle and may not be installed anytime that the truck is on the race track.



6.11 Windshields: OEM windshields may, optionally, be removed. Stock replacement windshields or Lexan are acceptable. Plexiglas plastic is not acceptable.

6.12 Approved alternate material windshields must have minimum thickness of 3/16".

6.13 Cracked windshields will be carefully scrutinized. Damaged windshields as deemed unsafe during safety & tech inspection will be required to be removed prior to competition.

6.14 All trucks with Lexan front windshields are required to have a minimum of one vertical support installed on the inside of the cab within 3 inches of center of the windshield, and within 1/2" of the windshield and shall be no less than 1 inch wide x 1/8 inch thick (aluminum or steel), and shall be bolted or riveted to the chassis or roll-cage at the top and bottom of the support.

6.15 All competition trucks must have an SFI-approved driver's side window net installed and attached to the roll-cage. If a passenger seat is installed a passenger window net is mandatory.

6.16 All window nets must cover the entire window opening. Extensive openings, as defined by bandit series officials, will not be allowed to participate

6.17 Side window nets MUST be mounted securely to the upper most side door bar and to the top "halo" bar above the drivers head. All mounts and brackets must be of metal design, no mounting net to the door or zip ties allowed!

6.18 Steering wheels: quick-disconnect steering wheels are mandatory.

6.19 All vehicles must have **either** a self-contained, on board fire suppression system installed or a securely mounted 5lb, hand held extinguisher mounted in the cab. **On board fire suppression system is highly recommended.**

6.20 Fire suppression systems must have SFI or FIA certification.

6.21 Minimum three (3) extinguisher nozzles; one (1) pointed centrally towards the top and center of the engine, one (2) pointed towards the driver's area and the egress door,

6.22 If an on board fire systems is used, it must be installed with an internal (cab) and external activation device, accessible by corner workers and emergency teams.

6.23 All on-board fire extinguisher systems shall be clearly identified at the external activation point of the fire system.

6.24 All helmets must be a certified Snell rated SA10 or SA2010, full face helmet. Type m (motorcycle helmets) or other non-SA helmets are not allowed.

6.25 Tethered neck braces are required. Necksgen or Hans style devices are preferred.

6.26 Helmets showing sign of abuse or accident damage or lack of proper neck restraint attachments shall be cause for immediate failure of tech and safety inspection and must be discarded.



6.27 All drivers' suits must have a valid FIA and/or SFI certification.

6.28 If using a single-layer SFI 3.2/a1 or 3.2/a3 suit, the driver must also wear fire-retardant SFI- or FIA-certified top and bottom undergarments. Multilayer suits rated SFI 3.2/a5 or higher may be worn without undergarments.

6.29 Fire-retardant FIA- or SFI-rated socks, racing gloves and shoes are also required with all single and/or multi-layer suits.

6.30 Certified head socks are strongly encouraged but are not mandatory

6.31 Annual gear inspection process. Initial inspections will require all driver gear to be presented for inspection. Approved gear will be issued an annual inspection helmet sticker. Any driver found to be using unapproved or unsafe replacement gear after completing the annual inspection may be fined \$1,000 and suspended for (1) one race for the first offense.

6.32 A second offense would be considered a blatant disregard of safety and may result in a \$5,000 fine and up to a one year suspension.

7.0 Batteries / Electrical:

7.1 All batteries must be sealed units.

7.2 All batteries must be fully secured.

7.3 Batteries may not be located in the cab.

7.4 Electrical disconnect switches: all trucks must have two (2) racing-type masters electrical disconnect switches, wired in series; each switch must interrupt all power circuits.

7.5 All trucks shall have one electrical disconnect switch mounted in an area of the cockpit, accessible by the driver while secured in the driving seat by all safety restraints

7.6 All trucks shall have one electrical disconnect switch mounted to rear of the cab exterior and must be accessible as to be reached from either side of the truck, and properly identified.

7.7 All trucks shall have a minimum of three (3) operating brake lights. With the third brake light assembly to be mounted above the rear window of the cab.

8.0 Tires / Rims / Mounting Hardware

8.1 Tires must be purchased through The Bandit Big Rig Series.

8.2 All tires must carry a MINIMUM of 50 psi after each race.

8.3 No alterations to the tire tread, grinding of or softening are prohibited.

8.4 DOT rims are required.

8.5 No split rims permitted.



8.6 All front axle lug nuts must be covered by an acceptable device or be recessed European style lugs.

8.7 No Dayton type hubs allowed.

9.0 Fuel, oil & coolant recovery systems

9.1 Fluid leaks must not be present in the pits or on the track prior to or during any competition.

9.2 No fluid filtration permitted inside the cockpit.

9.3 All fluid connections must be OEM or dot approved.

9.4 Coolant: coolant must be water only–no antifreeze. Anti-corrosion additives / water wetter are permitted. An overflow tank is mandatory.

9.5. All saddle tanks and/or stock fuel tanks must be removed.

9.6 All fuel cells must be mounted between the frame rails aft of the cab.

9.7 All fuel cells must be certified for motorsports use.

10.0. Cockpit:

10.1 All hardware must be secured.

10.2 All vehicles are required to have the standard left and right as well as center rear view mirrors.

10.3 Firewall: no openings are permitted; they must be closed with metal.

10.4 Camera mounts: roll bar mounts are the only legal in cab mounts permitted.

11.0. Communications/timing:

11.1 Every team must have 2 way radio communications between the driver and crew; driver must have a hardwired system with standard wheel activated talk button. Each team must have "separate channels" no truck to truck communications permitted. Pre-race inspections by the "BBRS" will be enforced.

11.2 All trucks will be required to use a transponder for scoring, which will be provided by The Bandit Big Rig Series. The transponder will be zip tied to the furthest forward bar of the driver's side anti-intrusion pod located behind the driver's front wheel.

11.3 All drivers will be required to use a working raciever communication radio for communication from race control. Raciever units are available for purchase from The Bandit Big Rig Series.

12.0 Driver Conduct

12.1 All drivers will be required to sign a Bandit Big Rig Series Participation agreement before being allowed to race.



12.2 All drivers and trucks will be required to participate in the Bandit Meet & Greet Sessions at all Bandit events that driver is registered in, unless unable to participate due to damage to race vehicle. Failure to appear, unless approved by Bandit Officials prior to session, will result in disqualification from the A-Main event.

12.3 All drivers will be required to maintain their Bandit Big Rig Series Membership in Good Standings to be eligible to compete in Bandit Big Rig Series events. Including personal conduct, on track conduct and social media conduct.

12.4 "Heat of the Moment" encounters between Bandit drivers, owners or crews that do NOT include physical violence, will result in a meeting with the Bandit Big Rig Series officials, official warning, probation or any combination of above mentioned penalties as Bandit officials see fit.

12.5 Verbally disparaging, whether in person or on social media between competing drivers, owners or their crew members will not be tolerated. Penalty for this offense will be a meeting with Bandit officials, and or a fine of between \$500 to \$1,000 and possible suspension from Bandit Series events.

Severity of the penalty will be left to discretion of Bandit officials. Drivers **ARE** responsible for the actions of their crews.

12.6 Physically assaulting a fellow competitor, competitor crew member, Bandit official or Bandit Series sponsor, by **ANY** member of the team will NOT be tolerated under any circumstances. Penalty for the above offense will result in a fine of between \$1,000 to \$5,000, probation and/or possible suspension from any Bandit Series event. Severity of the penalty will be determined by Bandit officials, notwithstanding any legal action taken by the assaulted party. Drivers **ARE** responsible for the actions of their crew members.

12.7 Any driver found to be intentionally using their front bumper to ram or spin another competing truck out of their way, in the judgment of Bandit Officials and other available sources will be subject to being penalized 2 spots in the finishing order plus the loss of all points for that race. A second occurrence in the same season will result in the loss of points and prize money won for that event of the second occurrence, plus driver being placed on probation, and a fine of \$250. A third occurrence in the same race season will result in immediate suspension from the next two (2) Bandit events, loss of all points won that night, loss of all prize money won that night, loss of 1,000 points in the point standings plus a \$500 fine to be paid before the driver or vehicle is allowed to compete again after the 2 event suspension.

12.8 Any driver attempting to manipulate the outcome of a race, retaliating or intentionally wrecking another vehicle, in the judgment of Bandit officials and other available sources, will result in the loss of all points and pay for that event, loss of 2,000 points from the season point standings, a fine of \$5,000 to \$10,000 to be determined by Bandit officials, and a 2 race



suspension, effective immediately from all Bandit events. A second offense of these charges, will result in immediate suspension from all Bandit events for 1 calendar year, loss of all points and prize money won for that event, loss of all season points accumulated for the year, a fine of \$10,000 with the driver needing to apply for reinstatement to Bandit after all said penalties have been fulfilled.

12.9 Judgment of the Bandit Series officials is final.

13.0 Truck & Team Appearance

13.1 All trucks and team members will be "professional" in appearance.

13.2 All trucks lettering will be neat and professional in appearance. Truck numbers, will be located on both side doors and be a minimum of 18" high and be in a contrasting color to the paint of the truck. NO "tape" or spray can numbers allowed.

13.3 All trucks will have their truck number also displayed on the rear of the cab in contrasting colors no smaller than 9" in height.

13.4 The front 15" of both right and left side pods are reserved for approved Minimizer Bandit Big Rig Series contingency partner decals.

13.5 The Bandit Series decals will be displayed on both the right and left side of the foremost leading edge of the hood.

13.6 All team crew members will be dressed in clean matching team shirts. Crew members are defined as anyone that maintains repairs or adjusts the race vehicle as well as support staff such as timers, scorers, spotters, etc.... T-shirts are NOT allowed.

13.7 All drivers' suits and team uniforms will display the Bandit Big Rig patches and associate sponsors patches in the specified areas.



14.0 Race Procedures

2018 Bandit Big Rig Series – Points Chart:

FINISHING POSITION	STARTING POSITION																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
1	196	201	206	211	216	221	226	231	236	241	246	251	256	261	266	271	276	281	286	291	296	301	306	311
2	187.5	189	194	199	204	209	214	219	224	229	234	239	244	249	254	259	264	269	274	279	284	289	294	299
3	179	180.5	182	187	192	197	202	207	212	217	222	227	232	237	242	247	252	257	262	267	272	277	282	287
4	170.5	172	173.5	175	180	185	190	195	200	205	210	215	220	225	230	235	240	245	250	255	260	265	270	275
5	162	163.5	165	166.5	168	173	178	183	188	193	198	203	208	213	218	223	228	233	238	243	248	253	258	263
6	153.5	155	156.5	158	159.5	161	166	171	176	181	186	191	196	201	206	211	216	221	226	231	236	241	246	251
7	145	146.5	148	149.5	151	152.5	154	159	164	169	174	179	184	189	194	199	204	209	214	219	224	229	234	239
8	136.5	138	139.5	141	142.5	144	145.5	147	152	157	162	167	172	177	182	187	192	197	202	207	212	217	222	227
9	128	129.5	131	132.5	134	135.5	137	138.5	140	145	150	155	160	165	170	175	180	185	190	195	200	205	210	215
10	119.5	121	122.5	124	125.5	127	128.5	130	131.5	133	138	143	148	153	158	163	168	173	178	183	188	193	198	203
11	111	112.5	114	115.5	117	118.5	120	121.5	123	124.5	126	131	136	141	146	151	156	161	166	171	176	181	186	191
12	102.5	104	105.5	107	108.5	110	111.5	113	114.5	116	117.5	119	124	129	134	139	144	149	154	159	164	169	174	179
13	94	95.5	97	98.5	100	101.5	103	104.5	106	107.5	109	110.5	112	117	122	127	132	137	142	147	152	157	162	167
14	85.5	87	88.5	90	91.5	93	94.5	96	97.5	99	100.5	102	103.5	105	110	115	120	125	130	135	140	145	150	155
15	77	78.5	80	81.5	83	84.5	86	87.5	89	90.5	92	93.5	95	96.5	98	103	108	113	118	123	128	133	138	143
16	68.5	70	71.5	73	74.5	76	77.5	79	80.5	82	83.5	85	86.5	88	89.5	91	96	101	106	111	116	121	126	131
17	60	61.5	63	64.5	66	67.5	69	70.5	72	73.5	75	76.5	78	79.5	81	82.5	84	89	94	99	104	109	114	119
18	51.5	53	54.5	56	57.5	59	60.5	62	63.5	65	66.5	68	69.5	71	72.5	74	75.5	77	82	87	92	97	102	107
19	43	44.5	46	47.5	49	50.5	52	53.5	55	56.5	58	59.5	61	62.5	64	65.5	67	68.5	70	75	80	85	90	95
20	34.5	36	37.5	39	40.5	42	43.5	45	46.5	48	49.5	51	52.5	54	55.5	57	58.5	60	61.5	63	68	73	78	83
21	26	27.5	29	30.5	32	33.5	35	36.5	38	39.5	41	42.5	44	45.5	47	48.5	50	51.5	53	54.5	56	61	66	71
22	17.5	19	20.5	22	23.5	25	26.5	28	29.5	31	32.5	34	35.5	37	38.5	40	41.5	43	44.5	46	47.5	49	54	59
23	9	10.5	12	13.5	15	16.5	18	19.5	21	22.5	24	25.5	27	28.5	30	31.5	33	34.5	36	37.5	39	40.5	42	47
24	0.5	2	3.5	5	6.5	8	9.5	11	12.5	14	15.5	17	18.5	20	21.5	23	24.5	26	27.5	29	30.5	32	33.5	35
	Time Trials																							
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24
	100	95	90	85	80	75	70	65	60	55	50	45	40	35	30	25	20	15	10	5	5	5	5	5





14.1 Bandit Big Rig Series events are based on a points system based on your starting and finishing positions. Points are awarded based on the official Bandit Big Rig Series point sheet.

14.2 Points will be awarded for time trials/qualifying with 100 points going to the fastest time then dropping by 5 points per spot. All trucks attempting to make a qualifying run will earn a minimum of 5 points. In the event of a tie in qualifying, the truck that qualified earliest will receive the higher position to break the tie

14.3 Heat races will be set by inverting the fastest 6 trucks by qualifying time, Second heat by inverting trucks qualifying in the 7th -12th positions. Third heat by inverting trucks in the 13th – 18th positions, followed by trucks qualifying in the 19th – 24th positions in the fourth heat. Order of heat races will rotate from event to event. Points will be awarded based on trucks starting and finishing positions.

14.4 Challenge races will be set straight up by total points that each truck has earned in qualifying and in their heat race. High point driver will start inside pole position row one in Challenge race #1, Second place driver in points will start inside pole position, front row Challenge race 2, Third driver in points will start inside row 2 in Challenge race #1, etc....

14.5 A-Main line up will be set by total points earned in qualifying, heat race and Challenge races. Point total ties will be broken by finishing position in the previous Challenge races, if both trucks where in the same Challenge race, tie will be broken by higher finishing position in that Challenge race. If trucks where in separate Challenge races, tie breaker goes to driver running first Challenge race.

14.6 The starting lineup for the A-Main will be inverted by the top 8, 10 or 12 trucks by the drawing of a numbered chip before the start of the A-Main.

14.7 If a change to the A-Main starting lineup needs to be made due to a truck failing to make the call to the grid, the trucks will crisscross from the open position on back with the first alternate truck joining at the tail of the field. Scoring and passing points will be issued from the revised starting lineup.

14.8 A "first alternate" truck will be allowed to join the starting lineup of the A-Main only if a qualified truck cannot make the grid to start the race. The first alternate truck will be the highest point truck at that event that does not make it into the top 24 starting field.

14.9 The non-starting truck will NOT receive A-Main points nor A-Main prize money, but will retain the points earned up until the A-Main and will receive non-qualifiers money.

14.10 Once the green flag has been waved, no alternate starters will be added to the field.



14.11 If a driver elects to start at the tail end of the field in any race, that driver should report their decision as soon as possible to a Bandit Big Rig Series official ahead of time so the line ups can be adjusted.

14.12 If a driver change between trucks is made, the truck(s) and driver(s) will start the race at the tail of the field.

14.13 All restarts will be double file restarts. The truck on the pole will set the pace. There will be NO jumping of the starts or brake checking starts.

14.14 The outside pole truck should be side by side with the pole starting truck. The outside starting truck will not cross the starting line (or drop of the green flag if a starting line is not present), before the pole position starter.

14.15 The flagman will start the race at their discretion. If the flagman or Race Director is not satisfied with the start, the yellow flag will be displayed at the completion of the first lap and a total restart will be attempted with the original line up and no lap will be scored as completed.

14.16 In the event that the two front row trucks cannot work together to have an even start, then one or both trucks may be penalized. If a truck further back gets out of line to jump the start, (Not side by side-nose to tail), as the front row accelerates, it will be considered a "jump start". The first offense will result in the offending truck being moved back two rows and shown the furled black flag, If same truck jumps again in the same race, it will be sent to the tail of the field, a third offense in the same race, that truck will be disqualified and sent to the pit area.

14.17 The entire field will have to complete 1 lap for the race to be considered started, If a yellow flag comes out before every truck has completed 1 lap, a complete restart in the original starting order will take place,

14.18 All trucks involved in a yellow flag or that come to a stop for a yellow flag incident, will be sent to the tail of the field for the restart.

14.19 All lapped trucks will go to the tail of the lead lap trucks.

14.20 For safety reasons, no truck repairs will be allowed on the track. Trucks must be taken to the designated repair area. Repairs made on the track will result in that truck being disqualified for that race. Bandit officials will determine if you need to bring your truck in for repairs or if it is still ok to compete.

14.21 If a race program cannot be completed due to weather or other reasons after it has been started, and no makeup date can be scheduled, the payout will be based on total



points accumulated by each truck earned up until the point of the race being called. If the A-Main has been started, then pay off will be based on final running order at time of cancellation of that night's event.

15.0 Flags

Green.....When the green flag waves, it indicates the start of the race, when it is displayed from the flag stand, it means that the track is clear and open for racing.

Black.....When the black flag is rolled up and pointed at a particular driver, it means that they are receiving a warning for on track behavior. When the flag is unfurled, the driver needs to exit the race immediately and report to the pit area without causing a yellow flag

Yellow.....Slow down, do not pass and proceed with caution as there is an accident. Spinning to avoid a yellow flag situation is considered being involved in accident and you will restart at the tail.

Red.....The race is being stopped. Slow your vehicle and bring it to a stop where you are on the race track. Under NO circumstances continue around the track and through the crash scene. Doing so will result in a penalty to the offending truck. Spinning to avoid a red flag situation is considered being involved in the accident and you will restart at the tail. When stopping your truck for a red flag, pull to the upper half of the track where you are, leaving the bottom of the track open for emergency vehicles to get to the accident sight. DO NOT BLOCK THE TRACK!

Blue.....A blue flag means that the race leaders are overtaking your truck, do not make any sudden movements to get out of the way, hold your line, and ease to the bottom groove.

Green & Checkered crossed flags.....when you see the rolled up green and checkered flags held up in a cross, it means that you are at the halfway point of the race.

White.....The white flag means that there is one more lap remaining in the race.

Checkered..The waving of the checkered flag indicates that the race is completed.

15.0 Miscellaneous Rules and Information

15.1 There will be a \$100.00 entry fee per truck per event

15.2 All competitor earnings and pay outs will be made by direct deposit, directly to the team account set up, the week following that Bandit Big Rig Event.

15.3 The Bandit Big Rig Series reserves the right to change or amend these rules as it sees fit for the betterment of the series.



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