



# **Bandit Big Rig Series**

# ***RULES & REGULATIONS***

# **2021**





## 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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**The Bandit Big Rig Series shall hereafter be simply referred to as BBRS throughout the race rules. BBRS officials shall include all personnel employed as an official by the BBRS.**

**All trucks competing in the BBRS must meet the following criteria.**

### Section 1.0 Vehicle eligibility

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

1.2) BBRS eligible vehicles are limited to one (1) steer and one (1) drive axle only.

1.3) Trucks must start and finish each race event with a total of six (6) tires attached. (Two (2) tires in conventional position on front steer axle, four (4) tires in conventional positions on rear drive axle.)

1.4) Official BBRS approved tire will be only tire permitted for race events during BBRS calendar year. Tires must be purchased directly through BBRS.



1.5) All competing trucks must meet a minimum weight of 11,500lb and will not exceed a maximum of 14,000lb 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) BBRS Team Trucks must be of OEM conventional provided that the wheelbase of truck is between 144" and 170" in total length. The left and right wheelbase measurements must be within  $\pm 2$ " of each other (example: if the drivers side wheelbase is measured at 153" then the passenger side wheelbase needs to be no less than 151" and no more than 155").

1.7) Trucks exterior appearance may not be altered in any way, except for reinforcing panels and/or joints, (Example) 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. Cab may be lowered to the top part of the frame rail 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) Truck cabs must retain the OEM floor in its original location.

1.11) Competition trucks must meet all safety and performance standards detailed in the Bandit Big Rig Series competition rules as prescribed in the following.

## **Section 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" 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: 16 liters.

2.5) Engine must be 4 stroke configurations.

2.6) Engines may be a replacement to the original. Engines may be of a different make or model year than the truck chassis but must have been available from an OEM for commercial highway use in a truck released for US or Canadian use. You must also follow the guidelines set in section (2.2).

2.7) Engines, regardless of size, can have one (1) single-stage turbo unit or have a twin turbo set up of OEM design. The turbo air inlet size is 80mm maximum, no exceptions. All single-stage turbochargers may be of any make or model. All twin-turbo setups will require OEM designs and part numbers.

2.8) No oil dry sump systems permitted. Fuel /oil coolers are permitted.

2.9) Transmissions must be standard and shifted mechanically, and must be commercially available for purchase in the United States and or Canada from an OEM. No super truck transmissions are permitted.

2.10) Transmissions must have a working reverse gear.

2.11) Clutch: must be commercially available, no custom clutches.

2.12) Final drive: limited slip differentials and welded final drives are permissible. Traction control devices are strictly prohibited.

2.13) No power driven front ends allowed.



- 2.14) A stock commercially available rear-end housing unit 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.
- 2.15) 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.
- 2.16) Exhaust systems must have a minimum of two (2)  $\frac{3}{8}$ " diameter bolts crossed in the exhaust system.
- 2.17) Excessive smoke will be grounds for a black flag and possible disqualification from the event at the BBRS official(s) discretion.
- 2.18) Exhaust must exit via Horizontal stacks behind the cab. Vertical stacks will be allowed for decorative purposes only.
- 2.19) One (1) drive-shaft safety loop, made of 2" wide x  $\frac{1}{4}$ " thick steel strap must be installed for every 48" of drive-shaft length, equally spaced.
- 2.20) Position of the driveshaft safety loop shall be no more than 12" behind each u-joint.
- 2.21) Engine fuel introduced into the combustion chamber is limited to #2 diesel fuel only. Nitrous, methanol, propane, ether and water injection are strictly prohibited. Under no circumstances is any "combustible" other than #2 diesels permitted to be introduced into the intake stream.
- 2.22) 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.

### **Section 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, liners and 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) OEM friction material must be used for brake lining along with stock brake shoes or brake pad backing plates.
- 3.4) 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, driver regulated air front to rear proportioning valve for setting brake proportions are legal BUT only for front to rear proportioning, via an air regulator placed in line between the foot pedal and rear axle brake valve only. No proportioning of left to right braking 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 to anyone's view.
- 3.7) Maximum air system pressure is 130psi, all air tanks must be securely attached to the chassis and is DOT approved.
- 3.8) Antilock brakes are illegal.

### **Section 4.0 Chassis / Suspension**

- 4.1) Trucks will have a minimum of 60/40 weight ratio, front to rear. 60% front Minimum/40% Maximum rear.
- 4.2) Minimum weight for all trucks is 11,500lb including driver, AFTER the races, Truck also will not exceed a maximum of 400lb 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) Trucks must have straight axles; no independent front or rear suspensions. Front axles must be commercially available from a truck OEM with a single piece center beam and nonadjustable stock spindles fitted to each side via stock king pin style fitment.
- 4.5) A third-link; differential link may be added 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) Cross-frame supports must be perpendicular to the main frame rails and properly attached to the stock frame rails. No crisscross members permitted.
- 4.8) One (1) shock per axle corner, shock body must be steel and must not be adjustable. Shocks must be OEM or stock replacement steel body shocks. No coil over shocks or adjustable shocks will be allowed.
- 4.9) 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.
- 4.10) Rear suspension is to be of an OEM commercially available configuration utilizing air bags or leaf springs.
- 4.11) 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. A Combination of both coil springs and air bags however is prohibited.
- 4.12) Driver must not have the ability to adjust any aspect of the suspension during competition including shocks, ride height, spring rate or axle rolls.
- 4.13) OEM Anti-roll sway bars or homemade sway bars are legal.
- 4.14) A semblance of a fifth wheel is required. Removal of the stock fifth wheel unit is required.
- 4.15) Caster: the front steer axle can be set to a maximum of +25° 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.
- 4.16) Camber: the front steer axle and its wheel camber is to be set at 0° camber ( $\pm 1.5^\circ$  total) measured on a level surface with the front wheels in a straight-forward position if caster blocks are used.
- 4.17) Stock steering gearbox or factory rack and pinion specifically used on the VIN# of the truck and stock OEM steering pump must be maintained.
- 4.18) No rear suspension Lift bars, Pull bars or Traction bars are permitted.

### **Section 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 cabs interior. (Vehicles with substandard welds, improper mounting, inadequate fitment or poorly engineered design will not be allowed to compete.) No exterior roll hoops behind the cab will be permitted.
- 5.2) Minimum base plate area for mounting the cage to cab floor and then to frame is 8" x 8", using ¼" steel plate. Base plates must be bolted using minimum ½" diameter grade 8 hardware to the cab floor using 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 (6), 5/8" grade 8 bolts).
- 5.3) Cab exterior may not be modified for the fitting of a roll cage.
- 5.4) All roll-cage material must be a minimum of 2.0"OD x .120" wall seamless steel.



- 5.5) A minimum of three (3) horizontal... or... two (2) "crisscross" 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 "crisscross" 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.
- 5.6) All main hoops shall incorporate a ¼" inspection hole drilled in such a location as to allow an inspector ample room for a caliper measurement. These requirements are minimum. Additional reinforcements are acceptable.
- 5.7) All bumper guards must be fitted to the front and rear of the vehicle and must be capable of supporting the vehicle weight when jacked up. These guards are to be at minimum the same material and size as the roll bars.
- 5.8) No aftermarket, "cattle catcher" style front bumpers are allowed.
- 5.9) Front & rear guard bars must have a ¼" inspection hole drilled for easy access by a BBRS inspector(s). The tube structure may not be skinned and must remain open tubing.
- 5.10) **Front bumper guard only:** the main hoop of the bumper must be vertical and must not extend any further forward than 4" from the leading edge of the hood. The front bumper may remain or be removed. The front guard must be attached directly to the frame rails only, 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.
- 5.11) **Rear bumper guard only:** the rear face of the guard must be vertical. No part of the rear guard may extend more than 6" behind the end of the chassis rails. The highest point of the rear guard must be level with top of the frame rails.
- 5.12) Overall width of the rear guard must extend to at least the centerline of the duals. They cannot extend beyond the outermost tread of the outside dual tire. The rear guard must be attached directly to the frame rails only and all the attachments must be rear facing of the complete rear wheels.
- 5.13) Front and rear bars must be between 11" and 16" above the ground. (Consider on track access when configuring your height).
- 5.14) Ends of all bumper tubes must be closed. Bottom tubes must be joined to top tubes, no sharp edges or corners permitted.
- 5.15) Trucks shall be equipped with 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.
- 5.16) 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.
- 5.17) Length of the anti-intrusion 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 ½" from the end of the tube.
- 5.18) Anti-intrusion side pods must be 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".
- 5.19) Anti-intrusion 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.



5.20) 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®.

5.21) No Wings or rear spoilers are allowed.

5.22) Trucks must have clearly identified tow points, tow hooks cannot protrude past the front or rear bars.

## **Section 6.0 Safety**

6.1) **MINIMUM** age requirement for a Bandit driver will be 18. Proof of driver's age must be submitted if asked by a BBRs official.

6.2) Required drivers 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 their safety equipment, in compliance with all BBRs rules and regulations.

6.3) **Harness requirements**: all drivers in the BBRs sanctioned events shall utilize a minimum five point SFI® certified, lap belt, shoulder harness and submarine belt. Harnesses must be NO more than 2 years old from date of manufacture.

6.4) Harnesses must be installed per manufacturer's recommendations.

6.5) Belts and harnesses are recommended to be replaced following any hard crash. Any belt assembly that shows signs of wear or damage will require replacement; failure to do so will result in disqualification from any BBRs event until done so.

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

6.7) **Windshields**: OEM windshields may be removed. Stock replacement windshields or Lexan are acceptable. Plexiglas plastic is not acceptable.

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

6.9) Cracked windshields will be scrutinized. Damaged windshields deemed unsafe during safety & tech inspection will be required to be removed and replaced prior to competition.

6.10) All trucks with Lexan front windshields are required to have a minimum of one, 1" vertical support member installed on the inside of the cab.

6.11) 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.

6.12) Window nets must cover the entire window opening. Extensive openings, as defined by BBRs officials, will not be allowed to participate. Side window nets **MUST** mount 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 will be allowed.

6.13) All vehicles must have a self-contained onboard fire suppression system. Fire suppression systems must have SFI® or FIA certification.

6.14) When an on-board fire system is used, it must be installed with an internal cab and external activation device, accessible and clearly identifiable by corner workers and emergency teams. A minimum of three (3) extinguisher nozzles; one (1) pointed centrally towards the top and center of the engine, two (2) pointed towards the driver's area and the egress door. All fire extinguishers need to be re-certified every two (2) years.

6.15) All helmets must be certified Snell rated SA2015 or SA2010, full face helmet.

6.16) 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.



6.17) Tethered neck braces are required. Necksgen™ or Hans® style devices are preferred.

6.18) Drivers suits must have a valid FIA and/or SFI® certification. Multilayer suits rated SFI® 3.2/a5 or higher may be worn without undergarments.

6.19) Fire-retardant SFI® or FIA rated socks, racing gloves and shoes are required with all suits.

6.20) **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. Second offense would be considered a blatant disregard of safety and may result in a \$5,000 fine and up to one year suspension.

### **Section 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 master electrical disconnect switches, wired in series; each switch must interrupt all power circuits. 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. Trucks shall have one electrical disconnect switch mounted to rear of the cab exterior no more than 12" in from the side of the cab and properly identified.

7.5) Trucks shall have a minimum of two (2) operating brake lights. At all times, it is required that one (1) brake light be mounted to the rear of the cab at a height of no less than six 6ft from the track surface.

### **Section 8.0 Tires / Rims / Mounting Hardware**

8.1) Alterations to the tire tread, grinding of or softening are prohibited.

8.2) DOT rims are required.

8.3) Split rims will not be permitted.

8.4) All front axle lug nuts must be covered by an acceptable device.

8.5) Dayton type hubs will not be allowed.

8.6) A minimum tire pressure of 50 PSI is to be maintained always.

### **Section 9.0 Fuels, Oil & Coolant Recovery Systems**

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

9.2) Fluid filtration will not be permitted inside the cockpit.

9.3) Fluid connections must be DOT approved.

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

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

9.6) Fuel cells must mount rear of cab – between frame rails.

9.7) Fuel cells must be commercially manufactured and certified for Diesel Fuel motorsports use

### **Section 10.0. Cockpit:**





- 10.1) All hardware must be secured.
- 10.2) Trucks are required to have left, right, and center rear view devices.
- 10.3) **Firewall:** no openings are allowed; openings must be closed with metal.
- 10.4) **Camera mounts:** roll bar mounts are the only legal in cab mounts permitted.
- 10.5) **Steering:** quick-disconnect steering wheels are mandatory.
- 10.6) Professional circle track racing seats are required for all driver seats. Full containment seats are required. All seats fitted must be mounted solid per manufacturer's recommendations.
- 10.7) Driver's seat must be attached to the roll-cage by no less than four grade 8 bolts, 3/8" minimum.
- 10.8) Passenger seats and safety equipment must be of the same specification and installation as the driver. **NO** passengers are allowed in the cockpit during any BBRs competition. Passengers may be allowed only by BBRs officials during sanctioned ride-along sessions at reduced speeds during a BBRs event.

### **Section 11.0 Communications/timing:**

- 11.1) Team's must have two way radio communications between driver and crew; driver must have a hardwired system with standard wheel activated push to talk button. Each team must have "separate channels" no truck to truck communications are permitted. Pre-race inspections by the BBRs officials will be enforced.
- 11.2) Trucks are required to use a transponder for scoring, transponders will be provided by BBRs. The transponder will be zip tied 100" from the front bumper.
- 11.3) Drivers and Spotters are required to use a working raciever communication radio for communication from race control. Raciever units are available for purchase from BBRs.

### **Section 12.0 Driver Conduct:**

- 12.1) Drivers are required to sign a BBRs Participation agreement before being allowed to participate in any BBRs event.
- 12.2) All drivers and trucks are required to participate in BBRs Meet & Greet Sessions at all BBRs events that driver is registered in, unless unable to participate due to damage of race vehicle that would remove the truck from any remaining BBRs races for that event. Failure to appear, unless approved by BBRs Officials prior to session, will result in disqualification from the A-Main event.
- 12.3) All drivers are required to maintain their BBRs Membership in good standings to be eligible to compete in BBRs events which includes 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 BBRs officials, official warning, probation or any combination of above-mentioned penalties will be applied as BBRs officials see fit.
- 12.5) Verbally disparaging, whether in person, through social media or another third party, between competing drivers, owners or their crew members will not be tolerated. Penalty for this offense will be a meeting with BBRs officials, and or a fine of between \$500 to \$1,000 and possible suspension from BBRs events. Severity of the penalty will be left to the discretion of BBRs officials. Drivers **ARE** responsible for the actions of their crew members.
- 12.6) Physically assaulting a fellow competitor, competitor crew member, BBRs official, BBRs sponsor or fan, 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 BBRs event. Severity of the penalty will be determined by BBRs 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 intentionally using their front bumper to ram or spin another competing truck out of their way, in the judgment of BBRS Officials and other available sources will be subject to penalty resulting in loss of 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) BBRS 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 BBRS 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 BBRS officials, and a 2 race suspension, effective immediately from all BBRS events. A second offense of these charges, will result in immediate suspension from all BBRS 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 BBRS after all said penalties have been fulfilled.

12.9) Judgment of the Bandit Series officials is final.



### Section 13.0 Truck & Team Appearance:

13.1) Trucks and team members must be "professional" in appearance.

13.2) Truck lettering must be neat and professional in appearance. Truck numbers, are too be located on both doors and be a minimum of 18" high, be in a contrasting color to the primary paint color of the truck. NO tape or spray painted numbers will be allowed.

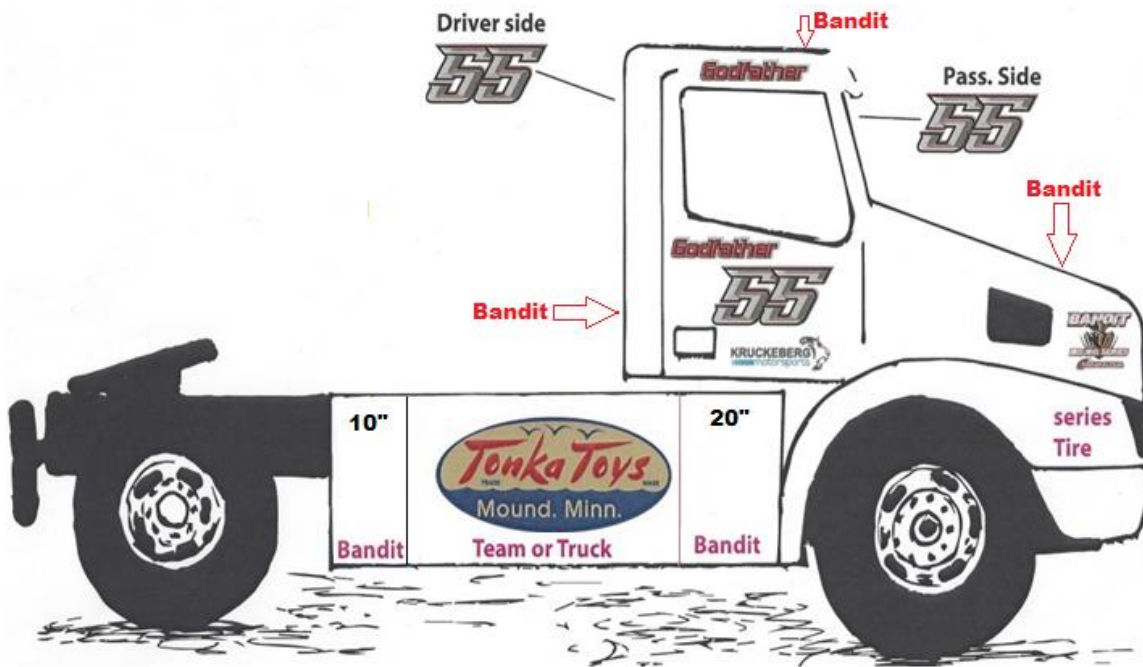
13.3) Trucks must have their truck number displayed on the rear of the cab in contrasting colors to the primary color and be no smaller than 9" in height. NO tape or spray painted numbers will be allowed.

13.4) The front 20" and rear 10" of both right and left side pods are reserved for approved BBRS contingency partner decals. Contingency partner decals must be applied to both side pods prior to any BBRS event. The roof, hood, and rear of cab are to be reserved for BBRS sponsors.

13.5) BBRS decals will need to 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 driver suits and team uniforms will display the BBRS patch and associate sponsors patch in the specified areas.





**Section 14.0 Race Procedures:**  
**Official BBRS Scoring Chart:**

Qualifying			
Position	Points	Position	Points
1	40	21	20
2	39	22	19
3	38	23	18
4	37	24	17
5	36	25	16
6	35	26	15
7	34	27	14
8	33	28	13
9	32	29	12
10	31	30	11
11	30	31	10
12	29	32	9
13	28	33	8
14	27	34	7
15	26	35	6
16	25	36	5
17	24	37	4
18	23	38	3
19	22	39	2
20	21	40	1

Heat Races	
Finishing Position	Points
1	10
2	9
3	8
4	7
5	6
6	5
7	4
8	3
9	2
10	1

Challenge Races	
Finishing Position	Points
1	20
2	19
3	18
4	17
5	16
6	15
7	14
8	13
9	12
10	11
11	10
12	9
13	8
14	7
15	6
16	5
17	4
18	3
19	2
20	1

Bandit Shootout	
Win	1 Pt.

Feature Race			
Finishing Position	Points	Finishing Position	Points
1	40	19	18
2	35	20	17
3	34	21	16
4	33	22	15
5	32	23	14
6	31	24	13
7	30	25	12
8	29	26	11
9	28	27	10
10	27	28	9
11	26	29	8
12	25	30	7
13	24	31	6
14	23	32	5
15	22	33	4
16	21	34	3
17	20	35	2
18	19	36	1

14.1) BBRS events follow a point system based on your finishing positions. Points are awarded based on the official BBRS point sheet.

14.2) Points are awarded for time trials/qualifying with 40 points going to the fastest time, dropping by 1 point per spot. All trucks attempting to make a qualifying run will earn a minimum of 1 point. 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 7<sup>th</sup> -12<sup>th</sup> positions, third heat by inverting trucks in the 13<sup>th</sup> – 18<sup>th</sup> positions. If truck count is high enough a fourth heat will be made up of trucks qualifying in the 19<sup>th</sup> – 24<sup>th</sup> positions. Points will be awarded based on trucks finishing positions.

14.4) Bandit Shootout will run in reverse qualifying order, with fastest qualifier to run last. Bandit Shootout participation is mandatory unless otherwise approved absence by a BBRS official. Participants will receive (1) point for each shootout race they win.

14.5) Challenge races will be set straight up by heat race finishing positions.

14.6) A-Main lineup will be set by Luck of the Draw, drawing will be conducted following the second challenge race during intermission.

14.8) 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 BBRS official ahead of time so the lineup can be adjusted. New updated starting positions will be posted and point scoring will be adjusted to new starting positions. If a driver does not make it to the staging area by the time the trucks enter the track, all trucks behind him will shift directly forward.

14.9) 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 finishing truck at that event that does not make it into the top 24 starting field.

14.10) 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 may receive non-qualifiers money.

14.11) Once the green flag has been waved, no trucks will be added to the field.

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

14.14) 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) 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 furred 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 one (1) lap, a complete restart in the original starting order will take place.

14.18) 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) Lapped trucks will go to the tail of the lead lap trucks.



14.20) Truck repairs will NOT be allowed on the track. Trucks must be taken to the designated repair area. Repairs made on the track will result in the 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) Race event that 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.

### **Section 15.0 Flags:**

15.1) **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.

15.2) **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

15.3) **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.

15.4) **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!

15.5) **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.

15.6) **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.

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

15.8) **Checkered:** The waving of the checkered flag indicates that the race is completed.

### **Section 16.0 Miscellaneous Rules and Information:**

16.1) Race team member will be required to purchase a BBRs pit pass and sign the official designated Pit waiver form at each BBRs event upon entering.

16.2) Competitor payouts will be made through direct deposit the week following the BBRs event, directly to the team account set up.

16.3) BBRs rules may be amended anytime by distribution of bulletins or emails to all registered BBRs drivers, team owners and crew chiefs or as otherwise determined by BBRs as applicable.

16.4) BBRs official's interpretation of the meaning/application of rules shall prevail at BBRs events and be final. By accepting membership in BBRs, BBRs members agree that interpretations of rules by BBRs officials are non-appealable. All BBRs members agree that interpretations of rules by BBRs officials are non-litigable.



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