

BEST IN THE DESERT RACING ASSOCIATION

CLASS 8000

PRODUCTION FULL-SIZED TRUCK / SUV'S

Limited normally aspirated V8 powered four-wheel vehicles with 4x4 or 2x4 function. Vehicles must have production appearing truck or SUV body using original production frame. Vehicles must have been series produced in quantities in the last 30 years, and readily available for sale to the general public in the U.S.A. Newer production models including the Ford Bronco DR chassis No. 1 to No. 50 are eligible in this class.

GENERAL REGULATIONS

Class entrants shall comply with all class and applicable general regulations

COMPETITION REGULATIONS

Body, engine, and chassis must be from the same manufacture. This is an open class and all parts will be considered open unless restricted herein. **Vehicles that have previously raced BITD and do not meet our current rules or regulation, may submit for BITD Technical Director approval.**

Note: The SCR abbreviations refer to the cross-reference listings in the front of this book and are part of the class rules. Where a conflict between the cross-referenced listings and a rule contained under this class occurs, the rule contained under this class has precedence.

SAFETY EQUIPMENT

- SCR1: HELMETS
- SCR2: PROTECTIVE CLOTHING
- SCR3: EYE PROTECTION
- SCR4: HEAD AND NECK RESTRAINTS
- SCR5: FIRST AID KIT
- SCR6: BREAKDOWN SAFETY DEVICES
- SCR7: HORNS
- SCR8: REFLECTORS
- SCR9: FIRE EXTINGUISHER
- SCR10: SURVIVAL SUPPLIES

SUSPENSION COMPONENTS

Front suspension must be of the same configuration as originally produced and installed on the chassis to which it is mounted. Suspensions may be strengthened and reinforced in any manner so long as original stock concept (a-arm, I-beam, etc.) is retained. Pivot points are open. Ball joints may be of any manufacturer. Spindles may be of any manufacture and may be reinforced. Vehicles with straight axle front ends may modify suspension configuration to utilize a four link and coil over shock system.

Rear suspension must utilize an automotive **straight axle** differential. Suspension support system is open (quarter-elliptical, coil-over shocks, four-link, etc.). Outboard mounted rear springs are permitted. Spring rates and capacities are open.

Front and rear wheel travel is open.

SCR11: SHOCK ABSORBERS & BUMP STOPS

Number of shocks and mounting methods are open. Mounting points may be strengthened and design modified.

Remote mounted shocks are permitted.

Hydraulic bump stops are permitted.

Front shocks may not protrude through hood.

SCR12: SECONDARY SUSPENSION

Secondary suspension is permitted.

SCR13: WHEELS & TIRES – MAX SIZE 40”**SCR14: FASTENERS****STEERING & BRAKE COMPONENTS****SCR15: STEERING**

Steering box location is optional. Steering box mounting may be reinforced by adding material.

Power steering is permitted.

Steering box may be replaced.

Steering parts (tie rods, tie rod ends, idler arms, relay rods, and turning arms) may be specially made. Heim joints are optional.

Any manufacturer steering wheel may be used.

SCR16: BRAKES**ELECTRICAL SYSTEM****SCR17: IGNITION****SCR18: BATTERIES****SCR19: LIGHTS****SCR20: STARTER****FUEL SYSTEM****SCR21: FUEL****SCR22: FUEL TANKS**

Safety fuel cells are required. Fuel cell location must be behind cab. Fuel cell may be sunk into the bed. Rear frame cross members may be relocated or replaced in order to sink fuel cell.

SCR23: FUEL FILLER, VENTS & CAPS

ENGINE TRANSMISSION & DRIVELINES**SCR24: ENGINE LOCATION & DISPLACEMENT**

Engine must be produced by the same manufacturer as frame and body. Any displacement engine may be used. After market block (aluminum or cast iron) may be used. Engine must be readily available to the general public in the USA. Engines must be mounted in the front of the vehicle like a truck with all pulleys facing forward. No mid-engine chassis configuration.

Any make of automotive carburetor may be used but is restricted to one (1) four-barrel. Stock factory fuel injection or any one (1) aftermarket Throttle Body Injection (TBI kit) may be used with approval of BITD Tech Director.

Special Note: Ford Production turbocharged V6 gasoline engine (EcoBoost) allowed in Class 8000.

Items with no restrictions include:

- A. Strengthening and balancing.
- B. Valve train and camshaft.
- C. Bore and stroke.
- D. Pistons
- E. Blueprinting.
- F. Oil and water-cooling systems. Dry sumps are permitted.
- G. Heads
- H. Air cleaners.
- I. Fuel pumps.
- J. Exhaust systems (must have muffler or spark arrestors.)

SCR25: ENGINE REPLACEMENT**SCR26: TRANSMISSION**

Transmission is open.

DIFFERENTIAL

Rear axle assembly must use an automotive type straight axle housing and third member. Gear ratios, carriers, axles, and floating hubs are optional.

Knock-off hubs are permitted.

Axle tubes may be replaced.

SCR27: THROTTLES**SCR28: EXHAUST****SCR29: DRIVESHAFTS****SCR30: FLYWHEEL SHIELDS****SCR31: FLUID COOLERS****SCR32: AUXILIARY EQUIPMENT****SCR33: SUPERCHARGERS & TURBOCHARGERS****VEHICLE SAFETY EQUIPMENT****SCR34: ROLL CAGES****SCR35: SAFETY HARNESS****SCR36: SAFETY NETS****SCR37: SEATING**

Any Manufacturer's racing seat may be used but must remain in the approximate stock location.

GENERAL VEHICLE COMPONENTS**SCR38: DRIVER'S COMPARTMENT**

If the full stock cab is not being utilized, metal sheeting must be installed on the sides of the roll cage by the occupants to afford protection in event fiberglass doors are damaged or missing. The sheet metal must extend from the front firewall to behind the seats and from the floor to the horizontal bar at the approximate height of the door's windowsill. Sheet metal must be attached to the top of the cage if a fiberglass roof is used. Vehicles utilizing a stock cab are exempt from the sheet metal sides but it is recommended if utilizing fiberglass doors.

SCR39: DOORS & LATCHES - IF RUNNING FACTORY OPENING DOORS, MUST HAVE SECONDARY LATCH.

SCR40: FIREWALLS

SCR41: BALLAST

SCR42: WEIGHT

Vehicle must weigh dry 4000 lbs. minimum.

SCR43: FLOORBOARDS

SCR44: BUMPERS

SCR45: MIRRORS

SCR46: SKID PLATES

SCR47: STORAGE

SCR48: FENDERS

Wheel openings in fender may be enlarged for tire clearance but must maintain their original bodylines. Fenders may be flared.

Front and rear fender inner panels may be modified, replaced, or removed. Fenders must be securely mounted. Hinged front ends are not permitted. Attachment of fenders, inner panels, and radiator to front hoop is acceptable providing that the stock external appearance is maintained.

Fiberglass front & rear fenders are permitted.

SCR49: CHASSIS & BODY

CHASSIS

Manufacturer's chassis and body combinations must be retained.

Original wheelbase plus or minus 2" inches must be retained. Frames may be strengthened by adding material but must retain original stock configuration. No lengthening or narrowing of frame is allowed or removal of material is allowed. Frame must remain in stock length, but may be notched eight (8") inches at front of frame for ground clearance as long as top of frame rail is not modified. Rear frame may be notched at axle centerline with total maximum notch length is eight (8") inches, four (4") inches behind axle centerline. Maximum notch height is three and three quarters (3.750) inches, or the bottom of the top horizontal frame section, whichever is shorter.

BODY

Body must resemble a truck or SUV. Motor, frame and body must match and have the correct emblem of manufacturer (i.e. Ford Oval or Chevy Bowtie). Body must meet BITD Tech Director approval. The cab must be in plus or minus one (1") of original location. The measurement is from the centerline of front spindle to the rear of the B-pillar post.

Hoods, trunk lids, doors, fenders, and bedsides are required. Hoods, front fenders, doors, and bedsides may be made of fiberglass. Pickup bed floor and inner fender wells may be removed. Tailgates and pickup bed front panels are optional.

Front Grill assembly must resemble stock appearance, (ie. Decals or fiberglass.)

Safety glass windshields, side, and rear glass are optional

Tires must retract inside of fender wells.

SCR50: HOSES

SCR51: IDENTIFICATION MARKERS

BITD will assign vehicle numbers.

SCR52: ADVERTISING ON VEHICLES

SCR53: WORKMANSHIP

SCR54: RADIO EQUIPMENT