

2019 MVPPL RULE BOOK

CONTEST PROCEDURES

1. All vehicles must be registered at MVPPL registrations no less than 1 hour from the Shows scheduled start time .6:45 is cut off time unless phone call has been made before hand.

No exceptions

2. Any contestant under 18 must have written consent from parent or guardian and prior Approval from MVPPL. Minimum age for competition is 16 years old.

3. Contestant may not be allowed to participate for reasons including but limited to Drinking, drugs, illness, etc.

4. All pulling vehicles must pass a tech inspection and meet all safety requirements before they can pull at any event. The MVPPL tech official retains the right to inspect any vehicle at any time. Refusal will result in disqualification.

5. No videotaping is allowed closer than 30 feet from the track or unless directed by head track official.

6. Only the driver will be allowed on/in the vehicle when it is being towed or driven. No riders on tow tractors or track equipment will be permitted.

7. Any driver or crew member found under the influence of drugs or using intoxicating agents in the track area will be disqualified. Area is defined as within 30 feet of the track.

8. Driver must be in driver's seat while engine is running.

9. Vehicle must be in neutral or park while hooking to or unhooking from the sled. Driver must also raise hands while hooking or unhooking from the sled.

10. The first puller in the class will have the option of test puller. The test puller may accept their distance, Or come back to last position. Decision must be made before pulling off from hook.

11. Once the track is ready and the competition director signals competitor to the track, competitor will have four (4) minutes to make a measurable distance under green flag conditions.

12. Puller may spot the sled anywhere in bounds and behind starting line if they wish.

This must be done while sled is coming back to the starting line from the previous pull.

Only one sled spotting is allowed.

13. All pulls will start with a tight chain. No jerking of sled is permitted. Excessive jerking of the sled will result in disqualification.

14. Excessive loss of liquid will result in disqualification, if vehicle is under the Red flag.

Failure to stop will result in disqualification. Excessive is defined as any steady or

Intermittent stream equal to a spot on the track of 12 inches in diameter. Major mechanical breakage will not result in disqualification.

15. Pulling will be considered over when forward motion stops. Puller must stop

Immediately when Red flag fly's or be disqualified.

16. Any re-pull caused by contest malfunction, the puller may drop six (6) positions or drop

To the end of the class. Puller may not move any weight or competitor will be disqualified.

17. All pulls will be measured to the nearest inch, unless a laser is used.

18. When possible, all contestants must drive off and on the track. Tow starting will be done

As a last resort and under track judge's discretion.

19. No competitor may compete in a class, once the class has started, if arriving late.

20. Boundary line will be 300' long to start the pull. Competitor may not touch boundary

Lines at any time. White disqualification line(s) will be 300 feet for entire contest. If Head

Track Official determines a floating finish is needed, that will be decided before the class starts. A floating finish line will only be used in case of an emergency. (Rain or time

Restraint)

21. Judges decisions are final. There is no appeal process. Disagreement will result in

Disqualification.

GENERAL RULES

1. Fire suits are required in all classes, minimum of SFI 3.2. Driver will be required to wear

An SFI approved suit. Fireproof gloves, fireproof head sock, and fireproof shoes must meet

SFI Spec. 3.3. All helmets must meet Snell 90 minimum, or SFI spec. 31.1, 31.2, 41.1, or 41.2.

2. All pulling vehicles are required to have a minimum of 2.5 lb. fire extinguishers which are

Fully charged. Extinguishers must be within reach of the driver.

3. Seatbelts are required and must be worn during competition.

4. All vehicles will have a safety switch. The safety switch will ground the ignition and the

Electric fuel pumps on spark ignition motors and shut off the air intake to diesel motors.

5. No batteries are allowed inside cab of the vehicle.

6. All pulling vehicles must have a starter interrupter switch that will allow starter

Engagement only in neutral or park position on a transmission gear selector for mechanical

Reasons during the season.

7. All pulling vehicles will have a dead man throttle that will automatically return to the

Closed position. Throttles will work in a reverse to forward motion, reverse being closed.

8. All vehicles using a foot throttle must use a toe strap.

9. All vehicles using an automatic transmission must have a positive gear lockout.

10. Drivers or crewpersons must be seated and in control of the pulling vehicle any time Motor is started or running.

11. All pulling vehicles must have a neutral safety light. A white light automotive quality, a Minimum of 2 inches in diameter, must be mounted within 30 inches of hooking point, and Within 6 inches of center line.

A light in the driver's compartment must be operated off the same system. Both lights and The starter interrupter switch will be operated off of the shifter lever. A neutral light should Illuminate when vehicle is in the neutral position. Lens color should be clear.

12. MVPPL reserves the right to refuse any competitor the right to attend or participate at Any event.

13. No dirt deflecting mud flaps permitted. Final decision rests with MVPPL Tech Officials!

PULL-OFFS

1. Each competitor will have two (2) attempts to make a measurable pull.

2. In a pull-off, each puller will hook in the order that they pulled in the original class Lineup. No dropping of positions is allowed in a pull-off.

3. If the track official believes that an error has occurred in sled setting, pull-off may be Restarted. In this case, the first puller may come right back or drop to last.

4. In a pull-off, a floating finish line will be used for all competitors.

POINTS

Competing vehicle must be present and make measurable pull at two thirds (2/3) of the Events to become eligible to receive year end points fund.

1. The following is the MVPPL structure.

1st - 50 4th-44

2nd – 40 5th42

3rd - 46 6th 40

7th – 30th, points will drop down by 1 point for each place

2. Any competitor who pays the entry fee, passes the tech inspection and makes a Measurable distance will receive 15 hooking points.

3. Any competitor who pays the entry fee, passes the tech inspection does not make a Measurable distance and scratches will get 5 hooking points only; no place points would be Awarded.
4. Disqualifications will receive NO POINT'S in their class.
5. Eligibility for any points at any event depends on competitor paying entry fee and Passing tech inspection. It is competitor's responsibility to have a tech official inspect their Vehicle.
6. Two thirds (2/3) of a class presented shall make the class official.
7. When a class has been officially presented, but must be called off for any reason, the Purse and the points will be split equally for all competitors based on the number of entries In the class.
8. Points must be obtained by vehicle. If frame, body, and/or design changes for mechanical Reasons during the season or ownership changes during the off-season they must be Approved by MVPPL.
9. No rain out points will be awarded if entries do not open.
10. you will be allowed to drop one hook for the season and be scored on the rest.
For example if we have 7 event you will be scored on 6 of them.

RULES VIOLATIONS

1. Any first time violation will result in disqualification from that event.
2. Second time violation for the same infraction will result in season long suspension.
3. Anyone suspended will not be allowed in the track or pit area for the duration of the Suspension. If vehicle is sold, vehicle will be allowed to pull, but suspended party must not Be involved with vehicle in any way.

REASONS FOR DISQUALIFICATION

1. Out of bounds, this is described as any part of the pulling vehicle touching the white Boundary line.
2. Loss or failure of safety equipment or equipment belonging to vehicle under the green Flag.
3. Loss of weight under green flag.
4. Illegal fuel
5. Loss of excessive liquid.
6. Unsportsmanlike Conduct- Any competitor or crew member displaying unsportsmanlike

Conduct at any MVPPL event whether verbal or physical will be reason for that team's loss of points and purse for the event where the actions take place. Any second offence after Official notification in writing by MVPPL office will be cause for the competitor and team Suspension for up to one year and ten days from the date of infraction.

7. Illegal equipment
8. Leaving the starting line under red flag.
9. Excessive argument with track official.
10. Deliberate delay of event.
11. Attacking of official.
12. Intoxication of driver.

PROTEST

1. All protests must be made in writing and submitted and signed within five (5) minutes of Class being protested has completed. Protest must clearly define three items, (A) who is Protested, (B) what they are protested for, limited to one (1) item per protest, and (C) who is protesting.
2. All protest fees will be in cash. If protested vehicle is found legal, then fee will be forfeited To person found legal. If vehicle is illegal, then vehicle is disqualified with a loss of purse & Points and fee is returned to protester.
3. Fee for protest is as follows:
 - A) Cubic Inch- \$1000. Complete tear down. A 1% variance will be given for wear and tear. \$100 from protest fee for teardown is paid to the OFFICIAL in charge of the teardown. Remainder of teardown fee is returned to protester or given to protested party pending Outcome of teardown.
 - B) Fuel, Visual, Turbo, Performance Enhancements, etc.-\$500. Any competitor knowingly Competing with a performance enhancing equipment or illegal fuels and verified by a Head Tech Official at the event will be disqualified for a period of one year and ten days and Including actions discovered by protests, at all MVPPL events. Suspensions will include Driver and vehicle.
4. The officials and the protested are the only people allowed near the vehicle during Protest.
5. Anyone causing disruption during a protest will be disqualified.
6. If a puller is found guilty or refuses to tear engine down, they will be barred from all MVPPL events for one year and a day.

7. The MVPPL officials reserve the right to suspend a competitor for any rules violation and will receive written notice in five (5) working days.

RAIN

1. Any class not completed for any reason will be considered a rainout.
2. A class will be official when two thirds (2/3) of the pullers have made a pull.
3. A session of pulling will be official if one half (1/2) of the advertised classes are completed.
4. If purse is not paid to cancel class, entry fee will be refunded.

BRAKES

1. All pulling vehicles will have adequate stopping brakes.
2. All trucks will have complete working front and/or rear brakes.

CLUTCH/BELL HOUSING/GEARBOX

1. All engines using a clutch flywheel assembly will run a full block saver plate, with material being ¼ aluminum or 3/16 steel minimum.
2. All automotive type engines using a clutch will use a ¼ inch, one piece SFI 6.1 containment bell housing.
3. One cooling hole will be allowed in the bell housing, one (1) inch maximum diameter. Hole must not be in explosion area of bell housing.
4. No welding will be allowed in the explosion area of the bell housing.
5. No chemical milling permitted.
6. There will be five (5) 3/8" bolts or four (4) ½" bolts to secure bell housing to transmission.
7. All inspection maintenance holes must be no wider than 8 ½ inches and the ends of the holes shall be smoothly and fully radiused to produce an oval shape.
8. Four (4) 3/8 grade 5 or better bolts are required in the top half of bell housing to block. Six (6) evenly spaced grade 5 or better bolts are required on bottom half of bell housing.
9. No cast iron clutch components or flywheels will be permitted.
10. Billet steel, aluminum, SFI 1.1 or SFI 1.2 flywheels will be accepted.
11. Clutches, flywheels and related components must be mounted to engine on vehicles using automotive type engines.
12. MVPPL tech officials reserve the right to spot check any clutch components at any time.

HITCHES AND DRAWBARS

1. Hitch must be rigid in all directions. Hitch length and height cannot change before, During, or after pull. Drawbars must have the pivot pin on the same plane as the hook point. Drawbar must be parallel to the ground within 2-1/4' over its 18" length 15 degrees. No Cam, "L" or drop down hitches or cam type rear ends permitted.
2. All drawbars will have an opening minimum of 3.75 inches x 3 inches.
3. All classes must meet the following requirements: Drawbar must be a minimum of two (2) Square inches total material at any point. This will include area of the pin removed; pin Will be 7/8" minimum. Must be a steel drawbar, not more than 1-1/2" by 1-1/2" square Stock, or less than one by one.

4X4 Trucks:

- A) Point of hook to center line of rear axle shall be no less than 36% of vehicles wheelbase.
- B) Hitch height not to exceed 26 inches.
- C) Drawbar must be mounted solid to frame and rigid in all directions.
- D) Pulling point can be no more than 1-1/2 inches from back of drawbar.
- E) No cable, chain or clevis allowed in hitching device.
- F) If bed is too long it may be cut to accommodate 36% drawbar.
- G) Hitch point must be clear and visible for hooking and unhooking of sled chain.

DRIVELINE SHIELDING

1. Loops on all driveline must be round.
2. All u-joints must be shielded 360 degrees with 3/8 "thick aluminum or 5/16" thick steel. Shield will be six (6) inches long minimum and centered on u-joint. Inside diameter of Shield will be no more than two (2) inches larger than u-joint. If aluminum is used on ujoint shield, a 1/8" insert will be put inside of shield at u-joint area six (6) inches wide.
3. All vehicles with planetary rear ends will have the drive line totally enclosed with 5/16" Steel or 3/8" aluminum. The inside diameter will not be larger than two (2) inches larger Than the largest universal joint. No more than 1/4" of driveline will be visible. Bolts holding Shield together will be 3/8" grade or better, bolted every two (2) inches or closer.
4. All other vehicles not using planetary rear ends will have loops 360 degrees around Driveline two (2) inches away from driveline, made of 3/8" aluminum or 5/16" steel, and Spaced every 36 inches.
5. 4X4 trucks will have three (3) loops per shaft, evenly spaced on driveline, 3/8" aluminum

Or 5/16" steel thickness, two (2) inch maximum away from driveline.

6. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, ¼" of shaft may be visible.

ENGINES

1. Shielding on V or Y type engines must be from the base of the head to two (2) inches

Below the crankshaft throw. Frame may be used as all or part of the shield provided it is Solid and covers the required area.

2. Shielding on in-line engines will run from hood to two (2) inches below crankshaft throw.

Shield must be complete, no holes accepted. Shielding must extend complete length of block And be securely fastened.

3. All engines will have a deflection shield, running the complete length of the block casting.

Shield must be securely fastened and must be .060 inch thick. Starters, exhausts, fuel Pumps, etc., will not be considered as part of the shield.

4. All side shields must be solid. Shielding will be made of a total of .125 aluminum or .90 Steel minimum of inch thick

5. Engine fans must be completely shrouded with steel 1/16" or thicker. Electric fans Excluded.

6. All automotive engines equipped with a harmonic balancer must have balancer that is SFI Spec 18.1 and carry SFI identification.

EXHAUST

1. All vehicles must have exhaust discharging vertically within ten (10) degrees of plumb or

Discharge below the vehicle.

FUEL

1. Acceptable fuels are gasoline, diesel fuel. No fuels in pressurized containers.

2. No nitrous oxide, nitro methane, or propylene oxide.

3. Intercoolers will be permitted to carry only water and ice.

6. All competitors will report to the scales full of fuel.

SAFETY SWITCHES

1. All vehicles will be required to use a kill switch.

2. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch Diameter ring to attach the sled.

3. A tie strap will be used during tech to show vehicles have been TechEd. A ¼" hole will be used to securely hold tie strap just above the kill switch. Only if tie strap is broken, decided by head track official, will competitor be given the opportunity to pull again?

4. A white safety light is required to indicate that competition vehicle is in neutral during process of hooking or unhooking from sled. An additional reverse light, is highly recommended, amber in color will illuminate when vehicle is in reverse.

5. Kill switches on diesel motors will have the following;

A) Air shut off must be operated from driver seat.

B) Air shut off will consist of cap or guillotine that closes off air into the engine. The cap or guillotine will be spring loaded.

AUTOMATIC TRANSMISSIONS

1. The use of torque converters, automatic shifts, etc. will be permitted.

2. All vehicles using an automatic transmission must have an SFI Spec. 29.1 automatic transmission flexes plate. No cast iron is permitted.

3. All vehicles using an automatic transmission will use a positive gear lockout.

4. All automatic transmissions must have an approved safety blanket over the torque converter area. A full length safety blanket is required. Automatic transmission shield must meet SFI Spec. 4.1.

WEIGHT

1. No loose ballast inside the vehicle will be permitted.

2. No vehicle weighing more than class will be permitted.

3. Any weight loss while hooked to the sled and under the green flag will result in disqualification. Internal breakage is an exception.

4. Weights must not interfere with the kill switch, drawbar, or chain.

WORKSTOCK Gas 4X4

1. MAXIMUM 500 CUBIC INCHES, ALLOWING FOR V-10'S AND 8.1'S.

2. PUMP GAS ONLY 93 OCTANE MAX - NO RACING GAS.

3. ROAD LEGAL - LICENSED, INSPECTED, INSURED, NO EXCEPTION.

4. NO OPEN EXHAUST.

5. THIS IS A STREET LEGAL 4X4 TRUCK CLASS AVAILABLE TO CURRENTLY LICENSED OWNERS OF GASOLINE-FUELED TRUCKS THAT ARE LEGAL FOR HIGHWAY USE. THIS CLASS IS DESIGNED FOR THE LOCAL 'DAILY DRIVER' TRUCK WITH THE INTENT TO

PROVIDE AN OPPORTUNITY FOR AN ENTRY LEVEL CLASS FOR GASOLINE 4X4 TRUCKS.
ANY TRUCK THAT DOMINATES THIS CLASS MAY BE REQUIRED TO COMPETE WITHOUT
THE OPPORTUNITY TO WIN TROPHIES AND/OR CASH PAYMENTS.

6. IF YOUR TRUCK IS STREET LEGAL AND IS BUILT TO THE RULES SET FORTH HEREIN,
YOU CAN ENTER THIS CLASS. REGISTRATION PAPERS ARE REQUIRED TO PROVE THAT
THE TRUCK IS LICENSED FOR STREET USE. A LICENSE PLATE WITH A CURRENT STICKER
TAG IS REQUIRED TO BE AFFIXED TO THE TRUCK. REGISTRATION PAPERS AND LICENSE
PLATE AND STICKER TAG MUST MATCH. WHERE APPLICABLE, A CURRENT INSPECTION
STICKER IS REQUIRED. TRUCKS MAY BE HAULED TO THE PULL.

7. TRUCK MUST IN APPEARANCE BE STOCK. One ton or less. THE TRUCK SHOULD
LOOK AND SOUND LIKE AN EVERYDAY ROAD-USE VEHICLE. Engine must idle smooth, No
Rough or Choppy idle. FLOOR IN BED MUST NOT BE CUT OUT INTENTIONALLY FOR
WEIGHT GAIN PURPOSES.

THE WHEELBASE MAY NOT BECHANGED FROM ORIGINAL MANUFACTURER. WOODEN
FLATBEDS ARE PERMITTED. ALL BODY PANELS INCLUDING IN THE INNER AND OUTER
SKINS OF THE TRUCKS BED WELL AS THE FLOOR OF TRUCK BED MUST BE O.E.M OR
HEAVIER BUILT. FIBERGLASS HOODS AND/OR FIBERGLASS HOOD SCOOPS ARE
PERMITTED. OTHER DESIGN MODIFICATIONS TO REDUCE WEIGHT ARE NOT PERMITTED.

8. OFFICIALS RESERVES THE RIGHT TO DETERMINE LEGALITY OF TRUCK BY VARIOUS
METHODS.

9. WEIGHT CLASS IS 7000 pounds. No weight brackets or hanging weights allowed on front
Of vehicles. Weights must be in the bed of the truck only and securely fastened or contained
Safely therein. No weights allowed under hood OR IN THE WHEEL WELLS. NO WEIGHTS
MAY BE SUSPENDED UNDER THE BODY/CHASSIS OR BEHIND PANELS/PARTS.

10. NORMAL STREET LEGAL TIRES ARE REQUIRED. NO DUAL WHEELS, STUDDER TIRES,
TIRE CHAINS OR ANY TIRE NOT SPECIFICALLY INTENDED FOR STREET USE ARE
PERMITTED. ALL TIRES MUST CARRY A D.O.T. NUMBER ON THE SIDE WALL, DOT NUMBER
MUST BE EASILY READ FROM THE OUTSIDE OF THE TIRE. NO CUT, ALTERED OR
SHARPENED TIRES.

11. FRONT BUMPERS MUST BE FACTORY STOCK. NO WEIGHTED FRONT DEVICES ARE
PERMITTED – THIS INCLUDES BUT IS NOT LIMITED TO: HOMEMADE BUMPERS, BRUSH
GUARDS AND WINCHES. LOWER BRACKETS (ONLY) FOR SNOW PLOW FRAMES ARE
PERMITTED SO LONG AS NO MODIFICATIONS THAT WOULD ADD WEIGHT ARE
DETERMINED. AN UNALTERED DECORATIVE BRUSH GUARD MAY BE PERMITTED AT THE

OPTION OF THE HEAD OFFICIAL. A TRUCK IS PERMITTED TO COMPETE WITHOUT A FRONT BUMPER.

12. A REAR BUMPER OR 'REESE STYLE' HITCH IS THE ONLY ACCEPTABLE TYPE OF HITCH. NO OTHER TYPES OF HITCHES ARE PERMITTED. HITCH POINT MAY NOT BE MORE THAN 26" FROM GROUND. HOOK POINT MUST BE PAST THE BED OF THE TRUCK IF THERE IS NO BUMPER, OR PAST THE END OF THE BUMPER. SHORTENING OF THE BED IN ORDER TO SHORTEN THE HOOK POINT IS NOT PERMITTED. EACH TRUCK DRIVER MUST SUPPLY A TWISTED CLEVIS. THE HOLE FOR HITCHING MUST ACCOMMODATE A MINIMUM OF 3.75 INCHES ACROSS.

13. GASOLINE IS THE ONLY FUEL PERMITTED. GASOLINE TANK MUST BE IN THE FACTORY LOCATION NO ALUMINUM ENGINE BLOCKS ARE PERMITTED UNLESS O.E.M. NO ALUMINUM HEADS ARE PERMITTED UNLESS O.E.M. ABSOLUTELY NO ALCOHOL, NITROUS OXIDE OR OTHER OXYGEN EXTENDERS. TURBO-BLUE AND CAM-2 ARE NOT PERMITTED. OEM HEADERS WITH A MAXIMUM TUBE SIZE OF 1.750" ARE APPROVED, BUT ALL EXHAUST MUST RUN THROUGH A MUFFLER SYSTEM. NO OPEN HEADERS WILL BE ALLOWED. NO AFTER MARKET HEADERS! NO FENDER WHEEL OR RACING STYLE HEADERS. NO SUPERCHARGERS OR TURBOCHARGERS PERMITTED. SWAPS BETWEEN MANUFACTURERS ARE NOT PERMITTED.

14. Carburetors must be stock OEM. No Dominator, Demon, or any other racing Carburetors. All Carburetors must have Choke horns and functioning Chokes.

15. AIR CLEANERS ARE REQUIRED. BATTERY MUST REMAIN INSIDE THE ENGINE COMPARTMENT AND MUST BE SECURELY FASTENED.

16. NO SOLID SUSPENSIONS ARE PERMITTED. TRACTION BARS ARE PERMITTED. SUSPENSION MUST HAVE A MINIMUM OF TWO INCHES OF DOWNWARD MOVEMENT AT ALL TIMES. NO BLOCKS ARE ALLOWED BETWEEN AXLE HOUSING AND TRUCK FRAME THAT WOULD RESTRICT THE NECESSARY TWO INCHES OF MOVEMENT. IF A TRUCK HAS AIRBAGS, THE SYSTEM MUST BE DISABLED.

17. TRANSMISSION & TRANSFER CASE MUST BE O.E.M. AND AVAILABLE IN ONE TON (OR SMALLER) TRUCKS. POSI-TRACTION CARRIERS ARE PERMITTED. NO WELDED CARRIERS OR SPOOLS PERMITTED IN FRONT OR REAR DIFFERENTIAL.

18. DRIVER'S WINDOW MUST BE ROLLED COMPLETELY ROLLED UP WHILE COMPETING. OTHER WINDOWS MAY BE LOWERED. DRIVERS MUST WEAR A SEATBELT or SHOULDER

HARNES WHEN HOOKED TO THE SLED. PASSENGERS ARE NOT PERMITTED AT ANY TIME EITHER IN THE PITS OR ON THE TRACK.

6500 ENHANCED GAS 4X4

MANDATORY: All drivers must have a valid state driver's license

Class weight is MAX 6,500 lbs maximum with driver.

1. Ballast: Ballast is permitted. All ballast must be behind the front grill or securely mounted in rear bed. Ballast in cab permitted if secure.
2. Batteries: The batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.
3. Body: The body must be an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. Must have hood, grill, and fenders in place as intended by manufacturer. Complete OEM firewall with no hole is required.
Bumpers: Front bumpers must be unaltered OEM or equivalent. No homemade bumpers allowed. Brush guards or lower plow frames are allowed as long as they appear unaltered.
4. Brakes: Four-wheel hydraulic brakes are mandatory.
5. Chassis: The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc. are prohibited.
5. Cooling System: Radiators must be in the vicinity of the stock location and be of at least stock size.
6. Driveline: An OEM transmission and transfer case is mandatory. They must have been an option on a one-ton or smaller pickup.
7. Driver Restraint System: The OEM restraint system is mandatory and must be worn.
8. Driveshaft Loops: All trucks must have a minimum of six-inch wide u-joint shields around the rear and the front u-joints constructed of at least ¼ inch steel or 3/8 inch aluminum that will safely contain the u-joints and the end of the rear shaft. Chain safety loops are not permitted. Drive shafts must have at least two loops on each shaft with a minimum of 3/4" wide and 1/8" thick steel or 1/4" aluminum with a minimum of 2" clearance.

9.Engine: The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Blocks must circulate coolant freely. Water pumps must be present, but may be powered electrically. The use of concrete or other block fillers is prohibited. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine or "V" belt. Electric fans are permitted. Aftermarket radiator assemblies are permitted, but must be securely mounted in the same area as the OEM unit. Maximum cubic inch limit is 500ci. +/- 1 percent OEM fuel injection allowed if using OEM fuel lines/rails. Aftermarket cast blocks allowed, Aftermarket intakes allowed. Single piece 4 barrel carburetor limited to a 4150 style base. No dominators or split carburetors allowed. Engine driven fans require 360 degree metal shielding. Aluminum heads allowed on small block engines ONLY!

10.Exhaust: Must exit behind cab. Open exhaust is permitted.

11.Fire Extinguisher System: A minimum of a 2lb fire extinguisher must be loaded and in the vehicle.

12.Fuel: Gas is the only fuel permitted. Aftermarket fuel cells are allowed. Use of Alcohol is prohibited

13.Harmonic Balancer: Must be SFI approved. Or be shielded 360 degree with ¼ in steel

14.Hitch: Hitch pin may be no smaller than grade 8 5/8" pin/bolt.

Must be attached to the frame only including bracing and supports. No bracing or supports can be attached to the body, Axle, or the suspension. Hook point cannot exceed 26" from the ground. Hook point of hitch must be the furthest point back of the truck. No point of the hitch may attach forward of the center line of the rear axle. Sled stops are the only thing that may extend rearward of the hitch.

14.Interior: No batteries, water hoses, fuel lines allowed in cab.

15.Nitrous Oxide: Propane AND THE USE OF OTHER OXYGENEXTENDERS ARE PROHIBITED. All system components MUST be removed

16.Rear End: Non-OEM rear-ends housings are prohibited. The rear end must have been an option on a 1-ton or smaller truck. Rear axle bolts to be covered by a cap or shield.

17.Safety: All trucks should have a working kill switch with a minimum of a 2" round diameter ring. Located in the rear center of the truck easy to reach and free from the chain and draw bar. When pulled must kill all power to the ignition and fuel pump.

18. Drivers must wear a helmet. All other safety and general rules must be followed.

19. Steering: The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped.

Additional stabilizers are permitted. Non-OEM power assist methods are permitted.

20. Suspension, Front: The factory suspension configuration must be retained. The upper mounting point for strut assemblies must be in the factory location.

Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provide factory-mounting points to chassis are maintained.

The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted.

Traction bars and devices are permitted.

20.5. Suspension, Rear: An OEM-style suspension is mandatory. Traction bars and devices are permitted; they must be bolt on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension may be bolted solid to eliminate travel. Blocking of the rear suspension is permitted.

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

22. Transfer Case: Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pickup truck.

23. Transmission: Must be from a passenger vehicle rated one ton or less. All trucks require a reverse light. Automatic transmissions require a 3 strap SFI approved blanket or a SFI approved Kevlar shield. Manual transmissions require an SFI approved bell housing.

24. Wheelbase: The vehicle must retain the original factory wheelbase and track width.. Front and rear wheels must have same wheel offset. Final decision resides with M.V.P.P.L Tech Officials.

STREET MOD 4X4 TRUCKS

For the first hook subject to change

1. 511cia and down cia truck will run a 6300lbs

511cia and up to 600cia will run a 6100lbs

2. Maximum of 600 cia

3. Any automotive type engine must be naturally aspirated with only conventional heads two valves per Cylinder and must accept a stock automotive crankshaft. Signal 4 barrel carb only no splits.

4. Rear of engine block can be no farther forward than the centerline of the front axle.

5. Maximum bore spacing allowed is 5.00".

6. Engine must be behind grill.

7. Front weights may not extend more than 60 inches from centerline of front axle. No loose Weights allowed in cab or under hood.

8. Truck or van bodies permitted and must have a firewall.

Frame and running gear Must be one ton or less.

9. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be Mounted to axle ends or hub bolts. A single hole may be cut in one to allow locking in of Hubs.

10. Maximum wheelbase is 133 inches on all 4X4 trucks. Wheels must be Centered in wheel wells. Body must be lengthened or shortened between cab and rear Wheel wells, to maintain rear wheels centered in rear wheel well.

11. Clear Plexiglas or factory tint glass permitted.

12. No mud flaps or dirt deflectors will be permitted.

13. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in Cab must be shielded top and sides with a minimum of .060 aluminum.

14. All air or hydraulic suspension systems cannot have hydraulic, air, or electric lines Attached to these devices during competition.

15. Chassis: The OEM one ton or less chassis is mandatory.

TIRES:

1. No larger than a 36" tire allowed must state size on side wall

2. Must be D.O.T tire's no race division tire will be allowed. Tires must have rubber Compound contact between tires and ground.

4. No dual wheels or chains allowed. No studded tires allowed

5. No DIRECTIONAL, OR CUT TIRES, TIRES IN QUESTION, AT THE DISCRETION OF ALL

COMPETITIVE MEMBERS COMPETING IN SAID CLASS

Hitch.

1. Hitch height maximum is to be 26" at point of hook before, during, and after pull.
2. Hitch must be rigid in all directions and solidly mounted. Pulling point can be no more Than 1 inch from back edge of drawbar.
3. No clevis, chains, or cables permitted in hitching device.
4. From point of hook to centerline of rear axle shall be no less than 36% of truck Wheelbase and shall not slope any greater than 33 degrees to hitch point.
5. No hitch supports or adjusters, if fastened to the rear axle housing shall be above the Center line of the rear axle. Pivot pin of drawbar can be no farther forward than centerline Of the rear axle.

Modified 4X4 Trucks

1. Maximum weight of competition vehicle is 6350#.
2. No cubic inch limit.
3. Any automotive type engine, must be naturally aspirated, with only two valves per Cylinder and must accept a stock automotive crankshaft.
4. Rear of engine block can be no farther forward than the centerline of the front axle.
5. Maximum bore spacing allowed is 5.00".
6. Engine must be behind grill.
7. Front weights may not extend more than 60 inches from centerline of front axle. No loose Weights allowed in cab or under hood allowed. Front weight boxes will be rigid and have a Minimum of 8" of ground clearance for staging and 37 competition.
8. Truck or van bodies permitted and must have firewall.
9. Planetary axles are permitted.
10. Tube frames are permitted.
11. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to Be mounted to axle ends or hub bolts. A single hole may be cut in one to allow locking in of Hubs.
12. Maximum wheelbase is 133 inches on all Modified 4X4 trucks. Wheels must be centered In wheel wells. Body must be lengthened or shortened between cab and rear wheel wells, to Maintain rear wheels centered in rear wheel well.
13. Maximum tire size to be 112 inch circumference, when inflated to 30 psi with original Bar, not to exceed 18 inches in width before cutting.

14. Front tow hitch will be strong enough to push, pull or pick the vehicle up. Only a 6x6 Piece of steel with a minimum thickness of 1" and a maximum of 1.25" thickness will be Allowed. A round three (3) inch hole is required in front tow hitch.
15. Clear plexi-glass or factory tint glass permitted.
16. No mud flaps or dirt deflectors will be permitted.
17. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in Cab must be shielded top and sides with a minimum of .060 aluminum.
18. All air or hydraulic suspension systems cannot have hydraulic, air, or electric lines Attached during to these devices during competition.
19. Hitch height maximum is to be 26" at point of hook before, during, and after pull. Hitch Must be rigid in all directions and solidly mounted. Pulling point can be no more than 1" Inches from back edge of drawbar. No clevis, chains, or cables permitted in hitching device. From point of hook to centerline of rear axle shall be no less than 36% of truck wheelbase And shall not slope any greater than 33° to hitch point.
20. No hitch supports or adjusters, if fastened to the rear axle housing shall be above the Center line of the rear axle. Pivot pin of drawbar can be no farther forward than centerline Of the rear axle

Work stock diesel

Class weight is 8500 lbs. maximum with driver

1. Ballast: Ballast is permitted. All ballast must be behind the front grill or securely Mounted in rear bed. Ballast in cab is prohibited
2. Batteries: The Batteries must be securely mounted. They may not be located in the driver Compartment or forward of the radiator core support.
3. Body: The body must be OEM truck body, including the full bed floor. The body must Retain all original sheet metal. The hood must be closed and securely latched while the Vehicle is hooked to the sled. The complete OEM firewall and OEM floor pan is mandatory.
4. Brakes: Four –Wheel hydraulic brakes are mandatory and must be functional.
5. Chassis: The OEM chassis is mandatory. The engine must be in the OEM location for the

Body being used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half

Conversions, tube chassis, etc. are prohibited.

6. Cooling Systems: Radiators must be in the stock location and must be must be of at least Stock size.

7. Credentials: All drivers must have a valid driver's license.

8. Driveline: An OEM transmission and transfer case are mandatory. They must have been An option on a one-ton or smaller pick up.

9. Driver Restraint System: The OEM restrain system is mandatory and must be worn. Helmet must be worn when pulling.

10. Engine: Engine must be stock no mods of any kind.

11. Turbo: turbo must stock to the engine from factory no aftermarket turbos no cheater Turbos.

12. Intake: cold air intake allowed that's it. No aftermarket intake manifolds

13. Exhaust: exhaust can be aftermarket (no hood stack in class) exhaust must have a turn Up add to tail pipe.

14. Tuners: tuners are allowed in class.

2.5 4X4 diesel

Class weight is 8500 lbs. maximum with driver.

Regulations: a 2.6 smooth bore will be allowed in class.

1. Ballast: Ballast is permitted. Hanging/hidden front weights are prohibited. Ballast may Be added in the bed of the truck. If used, ballast must be securely fastened to the bed of the Truck. Final decisions rest with the tech official. Ballast in cab is prohibited.

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

3. Body: The body must be OEM truck body, including the full bed floor. The body must Retain all original sheet metal. The hood must be closed and securely latched while the Vehicle is hooked to the sled. The complete OEM firewall and OEM floor pan is mandatory.

4. Brakes: Four –Wheel hydraulic brakes are mandatory and must be functional.

5. Chassis: The OEM chassis is mandatory. The engine must be in the OEM location for the Body being used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half Conversions, tube chassis, etc. are prohibited.

6. Cooling Systems: Radiators must be in the stock location and must be must be of at least

Stock size.

7. Credentials: All drivers must have a valid driver's license.

8. Driveline: An OEM transmission and transfer case are mandatory. They must have been An option on a one-ton or smaller pick up.

9. Driver Restraint System: The OEM restrain system is mandatory and must be worn. Helmet must be worn when pulling.

10. Drive Shaft Loops: All trucks must have a minimum of 6" wide U-joint shields around For rear U-Joint to accumulate points. Constructed of at least quarter inch steel or 3/8 inch Aluminum that will safely contain the U-joint and the end of the rear shaft. Any U-joint on The front axle that can be seen from the front or the side of the truck must be shielded the Same as all other u-joints. All shielding must be securely mounted to the vehicle.

11. Engine: The engine is limited to a stock appearing, OEM compression engine, available From the factory in a one ton or smaller truck. Cubic inch limit of 444ci. Blocks must Circulate coolant freely. No hard filled blocks. Water pumps may be electric or factory. All Factory belt driven accessories, excluding air conditioner compressor must be retained and Powered via the crankshaft by a standard serpentine or v belt or belts. Electric cooling fans Are permitted. NO SIDE DRAFT/RUNNER STYLE INTAKES PERMITTED.

12. Exhaust: The exhaust must exit rearward of the drivers compartment. Stacks exiting Through the hood or fender well are prohibited. If the muffler or catalytic converter have Been changed from stock, two 3/8 inch diameter bolts must be installed through the Exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is Practical. Upward exhaust required for all vehicles pulling for points.

13. Fire Extinguisher System: A fire extinguisher system is permitted. It must be securely Mounted. All vehicles must have at least a 2 ½ lb. fire extinguisher with working gauge Mounted within drivers reach.

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

15. Fuel Injection Pump: The fuel injection pump is limited to cylinder number specific (i.e. 6 cylinder pump on 6 cylinder motor). Dual high pressure common rail fuel pumps or HPOPs are permitted. The P pumps that are allowed are the p3000 and the p7100. Ag Governors are not allowed. No sigma or 12 cylinder pumps allowed.

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

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

18. Hitch: The hitch must be a receiver-style hitch; reinforcements are permitted.

Reinforcements must not extend forward of the centerline of the rear axle and must remain inside of the frame rails. The hooking point may be no closer than 44" from the centerline of Rear axle (will be measured where sled hook rests). The hitch must be horizontal to the Ground and stationary in all directions. Bumper may be notched or removed. Hitch Height from the ground may not exceed 26 inches. The hooking point must have a minimum 3x3.75 inches inside diameter opening for the sled hook. Trick hitches/drawbar style is Prohibited. Trick hitches will be determined by maple tech official.

19. Intercoolers: Factory style or aftermarket air to air replacement only in the stock Location. AIR TO WATER INTERCOOLERS ARE PROHIBITED. Any means of cooling the air Before the engine is prohibited. NO USE OF ICE OR WATER.

20. Interior: A complete interior, including dashboard, door panels, headliners, etc. is Mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they Must be fully upholstered. All factory controls (lights, signals, horn, window's, wipers act.) Must be retained and be operative. The use of hand-throttle controls is prohibited.

21. Nitrous Oxide/Propane: Nitrous Oxide is prohibited. No other oxygen extenders are Allowed. Propane is prohibited. All system components must be removed from the truck. No Pressurized bottles.

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

23. Steering: The vehicle must retain the full, original OEM steering gear. The vehicle must Retain the original OEM power steering assistance, if it was so equipped. Additional Stabilizers are permitted. Non- OEM power assist methods are prohibited.

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

25. Suspension, Front: The factory suspension configuration must be retained.

Modifications to the front suspension that would alter the original location (I.e. moving it Forward or backward) is not permitted. Strut tower braces, lower tie bars, sway bars, and Limit straps are permitted. Traction bars and devices are permitted. Air shocks are

Prohibited. Final decision rest with the MVPPL tech.

26. Suspension, Rear: An OEM- style suspension is mandatory. Traction bars and devices Are permitted; they must be bolt-on only; welds are permitted for attachment to frame or Axle housing. All OEM suspension mounting points must be retained and used. All rear Suspensions must use at least one working shock absorber per wheel. Limiting straps Prohibited. Rear suspension blocks are permitted with at least 1" of suspension Compression from ride height. Air bag spring assistance is permitted; air bag compressors Must be disconnected.

27. Tires: Tires must be DOT and no lager then 35" street tires. Cuts tires are prohibited. The use of dual rear wheels is prohibited.

28. Transfer case: Non OEM transfer cases are prohibited. The transfer case must have Been an option on a one-ton or smaller pickup truck.

29. Transmission, Automatic: Non OEM transmissions are prohibited. All vehicles with Engines running 4500 RPM or more using an automatic transmission must be equipped With a transmission shield meeting SFI Spec 4.1 and must be label accordingly. A blanket type shield is permitted; it must be appropriately labeled as meeting SFI Spec 4.1 and it Must extend from the rear of the block to the front of tail housing with a minimum of six Inch overlap where it is fastened. All non-blanket type shields must incorporate two (or One, per manufactures instructions) ¾ inch by 1/8 inch straps that bolt to the shield on Each side and pass under the transmission pan unless the transmission pan is labeled as Meeting SFI Spec 4.1. All vehicles with engines running 4500 RPM or more and using Automatic transmissions must be equipped with flex plate meeting SFI Spec 29.1 and Covered by a flex plate shield meeting SFI Spec 30.1.

30. Transmission, Manual: Non OEM transmissions are prohibited. A clutch meeting Minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM Or more. All manual transmissions must be clutch assistant. Sequential shifters are Prohibited. All vehicles with engines running 4500 RPM or more equipped with a manual Transmission must have a fly wheel shield labeled as meeting minimum SFI Spec 6.3 or Greater. Applications for which an SFI Spec flywheel shield is not available may use a Properly attach SFI 4.1 OR 4.2 blanket that completely covers the bell housing, it must be Attached to the block and extend rearward to the transmission with a minimum of six inch Overlap where it is fastened.

31. Turbocharger: The engine is limited to a single small frame (S300, GT4094, HX40 or Smaller) turbocharger, the compressor inducer being 2.5" in diameter and will be measured

Using a 2.55" plug. Bushings are permitted but must be non-removable, the bushing must maintain a 2.5" diameter for at least 0.250" in front of the compressor wheel, and may be no farther than 0.175" from the face of the compressor wheel at any point. A map width enhancement (MWE) groove is allowed in the original location with a maximum width no greater than 0.200" at any point, any provision allowing air into the wheel other than via the bore and MWE groove is prohibited. Ford 6.4L Power Stroke engines may utilize the factory compound turbo configuration in OEM stock form only (2.59") atmosphere inducer. Aftermarket exhaust manifolds are permitted with a flange dimension no larger than T4 (3.500 x 2.750"). The vehicle's driver will be responsible for making the compressor wheel/bore accessible for inspection by the MVPPL Tech Officials.

32. Water Injection: A water injection is prohibited. All system components must be removed from truck.

33. Wheelbase: The vehicle must retain the original factory wheelbase and track width. Front dual wheel spacers may be used only with accompanying positive-offset dually style wheels. Front and rear wheels must have same wheel offset. Final decision resides with MVPPL Tech Officials.

Turbocharger; 2.6" Smooth Bore: The vehicle is limited to a single 2.6" inducer bore turbocharger. The compressor wheel must protrude into the 2.6" bore no less than 1/8". The inlet will be measured using a 2.605" plug; the plug must not be able to enter the inducer bore. MWE grooves are prohibited; the turbo inlet must be smooth bore. The vehicle's driver will be responsible for making the compressor wheel/bore accessible for inspection by the Tech Officials.

Limited Pro Diesel 4X4 Truck

Class weight is 8000lbs with driver.

1. Ballast is permitted. Front hanging weights may not extend more than 60 inches from the centerline of the front axle.
2. Batteries: The batteries must be securely mounted and concealed. They may not be located in the driver compartment.
3. Body: The body must be an OEM truck body. The body must retain full sheet metal. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. No flat beds. If no bed floor bed must be covered if no bed floor present.
4. Brakes: Front hydraulic brakes are mandatory.
5. Chassis: The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc, are prohibited.

6. Credentials: Drivers must have a valid state driver's license.
7. Driver Restraint System: The OEM restraint system or SFI approved 5 point harness is mandatory and must be worn
8. Drive Shaft Loops: All trucks must have a minimum of 6" wide U-joint shields around for rear U-Joint. Constructed of at least quarter inch steel or 3/8" aluminum that will safely contain the U-joint and the end of the rear shaft. Any U- joint on the front axle that can be seen from the front or the side of the truck must be shielded the same as all other u-joints. All shielding must be securely mounted to the vehicle.
9. Engine: The engine block must have been available as a factory option on a one ton or smaller pickup truck. Cubic inch limit of 460CI..Water pumps may be factory or electric powered. Electric cooling fans are permitted. No billet aluminum or billet steel heads. Engine must have a 3/8 diameter cable surrounding block and head located between cylinders #1 and #2, cable must pass through manifolds. Cable will have 4-6 inches of slack with a minimum of 4 cable clamps at splice.
10. Exhaust: All vehicles must be equipped to direct exhaust upward including stock exhaust systems. Hood stacks are permitted. Two 3/8 inch diameter bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.
11. Fire Extinguisher System: A fire extinguisher is permitted, it must be securely mounted. All vehicles must have at least a 2 ½ LBs extinguisher with a working gauge mounted within driver's reach.
12. Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio diesel fuel is permitted. A fuel cell may be used in place of the factory fuel tank; fuel is not permitted in driver's compartment.
13. Fuel Injection Pump: A fuel injection pump is limited numbers specific (I.e. 6 cylinders pump on a 6 cylinder engine). Dual high pressure common rail fuel pumps or HPOPs are permitted. AG governors are permitted. No Sigma or 12 cylinder pumps allowed. A 3 way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat (must be demonstrated during tech.
14. Harmonic Balancer: All engines turning 4500 RPM or higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.
15. Hitch: Hook point must be no closer than 44 inches of centerline of rear axle (will be measured where sled hook rests). Hitch height maximum of 26 inches for 4 wheel drive pickups and maximum 30" for 2 wheel drive with a minimum of a 3.0"x3.75" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Reinforcements must not extend forward of the centerline of the rear axle and must remain inside of the frame rails. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point.
16. Intercoolers: Factory style or aftermarket intercoolers are allowed. Water to air intercoolers allowed. Ice and water must be weighed at time of crossing the scales.
17. Interior: The vehicle must be equipped with at least one seat for the driver; it must be properly installed. Either the normal foot throttle or an approved spring-loaded hand throttle will be permitted in this class. (See General Rules)
18. Kill switches: All trucks are required to have a kill switch located on the back of the truck, located near the hooking point. They must have an air guillotine of the spring loaded type. If during competition the kill switch slides loose or falls out distance will be measured. Securing the kill switch is the driver's responsibility.
19. Nitrous Oxide: Nitrous oxide is prohibited. No other oxygen extenders are allowed. Propane is prohibited. All system components must be removed from the truck.
20. Safety Equipment: All drivers must wear a helmet, complete fire suits , leather shoes.
21. Steering: The vehicle may retain the original OEM steering gear or use of hydraulic steering. Additional stabilizers are permitted.

22. Street Equipment: Complete headlight and tail light assemblies (all) are mandatory. Complete OEM windshield is mandatory. Driver's window must be operative.

23. Suspension, Rear: Solid rear suspension permitted. Air bag spring assist permitted; Air bag compressors must be disconnected.

24. Tires: The tires must be D.O.T street tires, with a tire limit size of 35 inches. Cut tires are prohibited.

25. Transmission, Automatic: Non OEM transmissions are prohibited. Except with 3.0 smooth bore turbo ONLY .

The transmission must have been an option for a one ton or smaller pickup truck. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. ANY non OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory.

Vehicle must not start in gear. All transmission lines must be metallic or high pressure type hose. All

automatic transmissions must be equipped with a transmission shield meeting SFI Spec 4.1 and must be

labeled accordingly. A blanket type shield must be used and appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the engine block to the rear of the tail housing with a minimum of six inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Sec 29.1

26. Transmission, Manual: Non OEM transmissions are prohibited. Except with 3.0 smooth bore turbo ONLY. The transmission must have been an option on a one ton or smaller truck. Aftermarket internal components are permitted. A clutch meeting minimum SFI Sec 1.1 or 2.1 is mandatory on all engines. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All transmissions must have a fly wheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec fly wheel shields is not available may use properly attached SFI 4.1 or 4.2 blankets that completely covers the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmissions with a minimum of six inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that the vehicle will not start in gear.

27. Turbocharger; 3.0" Smooth Bore: The vehicle is limited to a single 3.0" inducer bore turbocharger. The compressor wheel must protrude into the 3.0" bore no less than 1/8". The inlet will be measured using a 3.005" plug, the plug must not be able to enter the inducer bore. MWE grooves are prohibited, the turbo inlet must be smooth bore. All exposed velocity stacks must incorporate a 1/16" or greater steel cable in a cross pattern or some sort of deflector in case the wheel come's forward. The vehicle's driver will be responsible for making the compressor wheel/bore accessible for inspection by the Tech Officials.

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

29. Wheelbase: The vehicle must retain the original factory wheel base and track width. Cab and chassis trucks may not exceed 172 inches. Center to center of axles. Front dual wheel spacers may be used only with accompanying positive-offset dually style wheels. If wheel base is altered from factory specs, maximum wheelbase is 158"

LIMITED HOT FARM 9500lbs

1. Class is 9500lbs
2. Cut tires are allowed but with a weight loss. tractor must give up 400lbs if cut tires.
3. Turbo inlet 4.1in maximum
4. 619 cubic inch max
5. Up to 24.5 tire, no Pro Pullers or Puller 2000's.
6. Roll cage is mandatory.
7. Intercoolers are allowed.
8. Water injection is allowed.
9. Any pump up to p7100.
10. Driver must wear full fire suit, helmet, gloves and fire shoes.
11. All tractors must be equipped with a working fire extinguisher within reach of the driver.

Modified tractors 6500lbs

1. All Modified Tractors MUST have a roll cage capable of supporting the full weight of the tractor with the bars close enough so that the driver's helmet cannot pass through the cage. The minimum tubing for the roll cage is 0.120 wall thickness. Any tractor that was using the "T-Bar" roll over protection made from thick wall box tubing in 2014 or earlier may continue to use the "T-Bar."
2. All Modified tractors must have a five (5) point driver safety harness.
3. A single "big block" automotive engine, dual "small block" automotive engines built to the small block rules, or a single "small block" automotive engine with unlimited cubic inch displacement, naturally aspirated or with a single blower or twin turbo may compete in this class.
4. Overall length, from center of rear axle to foremost point including any weights, must not exceed 14 feet.
5. Fans must be shrouded and have containment shields or loops.
6. Drive shaft is to be shielded and have containment shields or loops.
7. Automatic transmissions must be shielded with approved scatter shields.
8. All engines must be shielded from bottom of head to bottom of crank throw.
9. Tractors must have a kill switch compatible with sled hook up, which will shut down the engine when activated.
10. Tractors must have fenders, which prevent the driver's elbows from contacting the tires.
11. All throttles must be hand operated and work in a forward direction and be equipped with a spring to return to idle.
12. For "big block" engines a turbo or blower is allowed but limited to an 871, no high helix, with conventional factory heads, no pro stock heads.
13. Only gas, diesel, or alcohol fuels allowed. No nitrous or oxygen carrying fuels allowed.
14. All pullers must wear a fire suit and D.O.T. approved helmet with a full face shield. If the tractor uses alcohol as the fuel, the driver must also wear fire resistant gloves, hat, socks and face mask.

15. Any excessive loss of any liquid from the tractor will be cause for disqualification. The only exceptions will be loss due to internal damage.
16. Tractors must be equipped with a neutral or park safety switch.
17. Automatic transmission shields/blankets must be up to date.
18. All tractors must have secondary tie bar supports from the rear end to the frame.
19. Modified tractors cannot have the fuel tank located in the driver's seating area.
20. All blowers must have approved safety straps and shields.