

MAUMEE VALLEY PULLERS



TWO WHEEL DRIVE TRUCKS

5200 LBS

GENERAL RULES:

- Valid driver's license required for ALL classes.
- Vehicle registration required for Street Stock Gas and Farm Stock Diesel.
- No alcohol consumption by competitors or crew members prior to, or during pulling, or until after the last hook of the day
- No passengers allowed in vehicle while pulling. Passengers will be permitted in the powder puff class but the passenger must be in the passenger seat with seat belt attached and wearing a helmet.
- Helmets and seat belts required in all classes.
- Fire suits are highly recommended for all classes. Fire proof jacket mandatory in 2.5 Diesel. Full fire suits must be worn in 2WD and Altered Gas.
- Driver must be present in seat of any running vehicle with a manual transmission for the duration of time the vehicle is running.
- A fully functional 2 ½ lbs. dry chemical fire extinguisher is required to be securely mounted within reach of the driver. Gauge must be functioning.
- Weight is prohibited inside cab of vehicle.
- Nitrous oxide, pressurized fuels, and water injection is prohibited.
- Head lights must be OFF while on the pulling track. Parking and marker lights are permitted.
- Hot Street, Two Wheel Drive, Altered Gas, and 2.5 Diesel vehicles must have a working kill switch. Switch must shut off both ignition and fuel. Kill switch location must be 34-40" above the ground and be not more than 6" to either side of the hitch. Kill switch in Street Stock Gas, Farm Stock Diesel, or Work Stock diesel classes are recommended. Notice: Kill switches WILL be mandatory for the Work Stock Diesel class in 2019.
- Any object becoming loose from the pulling vehicle and landing on the pulling surface while hooked to the sled will cause disqualification from the class. This excludes parts in the event of vehicle breakage.
- If a competitor wishes to hook more than once per class, the first pull will be recorded as the official distance. This includes different drivers in the same vehicle. In the event there are 5 or less pullers in a class, a puller who enters more than once can use either pull as their official distance.

- Pulling order will be determined by the driver drawing a number at the time the entry fee is paid. Exhibition pullers will not draw for pulling order but will pull in the order they sign up. Exhibition pulls will be the last pulls of the class they mostly fit with. Exhibition pulls will not be eligible for placement or payout.
- A drivers meeting will be held prior to each event. The time will be announced. All drivers are required to attend.
- The decision as to whether, or not an event will be conducted with or without a floating finish line will be announced at the drivers meeting.
- All pulls must start with a tight chain. Any attempt to jerk the chain will result in disqualification. The starting flagman will have the final decision as to if the chain was intentionally jerked or not.
- Each competitor will be allowed two attempts to make a measurable pull. On his/her first attempt, if an effort is made to let off throttle before going 100 ft, they will get a second attempt. If no attempt was made prior to 100 ft, no second attempt will be granted.
- The competitor pulling in the first position of the class as determined by the draw at registration is considered the test puller. The test puller may accept the pull provided the sled is deemed correct, or the puller may refuse the pull and will have the option of dropping to the number 6 spot (behind the next 5 pullers) or to the last spot. In the event there are less than 6 competitors, the test puller will drop to the last position. The puller must inform the finish line flagman of his/her intentions immediately after the completion of the pull and before the vehicle is unhooked from the sled.
- If at any time the sled requires adjustment, the class will restart. The competitor following the adjustment will be the test puller.
- The test puller, on their first attempt only, will not be disqualified or measured for running out of bounds or losing weight. Any other reasons for disqualification apply.
- Causes of disqualification include but are not limited to: Intoxication of driver or any crew member, any unsportsmanlike conduct by driver or any crew member, illegal equipment or fuel, failure of safety equipment to function, unsafe operation of competition vehicle, leaving the starting line under a red flag condition, knowingly tampering with any other competition vehicle, or attempting to influence an official.
- Rules are locked through the 2019 season, unless a safety concern arises or a change is mandated by Maumee Valley Pullers.
- All decisions and findings of these rules by the Maumee Valley Pullers, operations crew, or the tech inspection committee will be final.
- Any use of these rules outside of Maumee Valley Pullers events shall not reflect towards the Maumee Valley Pullers or their sponsors.

ENGINE:

- Gas only, NO alcohol, E85, or fuel additives.
- Naturally aspirated engines only.
- MAX cfm carb, 4150/4160 Holley flange only. (No Dominators, King Demons, SV1, or split carbs.)
- MAX 478 cubic inches +2%
- Small blocks are NOT required to be pumped.
- All pumping must be done at the track.
- Blocks and heads MUST be cast iron.
- Aftermarket blocks and heads are allowed
- No aluminum blocks and heads are allowed.
- SFI approved harmonic balancer.
- MUST use SFI approved flywheel.
- Motor must be mounted within 6" of original V8 mounts.
- Must have a catch can for the radiator.

DRIVETRAIN:

- Dual disc clutches are allowed.
- No reversers or drop boxes allowed.
- OEM style transmission ONLY.
- One-ton rear axle or less.
- No planetaries allowed.
- Manual transmission MUST use a SFI approved bellhousing (blow proof).
- Must use a block saver plate.
- If bellhousing has been altered in any way (cut, torched, or welded) you must also run an SFI approved transmission blanket.
- Automatic transmissions MUST be covered by an SFI approved transmission blanket.

HITCH SETUP:

- 36" minimum hook point from center of rear axle.
- 48" maximum hook point from centerline of rear axle.
- Bolted clevis or hitch point must have 3.5" hole.
- Hitch height is 30" maximum.
- Must have sled stops that extend at least 8" past the rearmost point of the truck.

CHASSIS:

- Rigid suspension is permitted.
- Front weights must not extend greater than 60" from centerline of front tires.
- DOT tires only. 35x12.5 maximum manufacturers tire size, no cut, siped, or barred tires allowed.
- All U-joints and chains must be covered with a 360° loop and be at least 6" wide constructed of 1/8" steel or 3/16" aluminum.
- Vehicles up to 140" center to center of axles may run fully weighted.
- Vehicles up to 146" must run 200 lbs light.
- No vehicles over 146" allowed.

GENERAL:

- All vehicles must have working kill switch.
- In-cab batteries must be covered.
- Truck may hook multiple times if the minimum 5 entries/class is not met.
- If truck hooks multiple times, the first hook is the hook that counts.
- Valid driver's license is required.
- Drivers must wear a helmet.
- Drivers must wear a seatbelt.
- Fire suits are mandatory.
- Rules are locked through the 2019 season.

TECH:

- Any competitor may protest another vehicle within 10 minutes following the completion of the class. A full tech inspection will involve both the protested vehicle and the vehicle of the protestor. A \$300 fee must accompany the protest. If the protested vehicle is found to be illegal, the protestor will be refunded \$250 and the protested vehicle will be disqualified. If the protested vehicle is found to be legal, the protested competitor will receive \$250. \$50 of the protest fee will be assessed to the club. If both vehicles are found to be illegal, both vehicles will be disqualified and the total protest fee will be assessed to the club. Any vehicle found to be illegal will forfeit their purse money from the event back to the club and will be allowed to run only exhibition from that point forward until proven to be legal.
- The class winner may be subject to further tech inspection. If vehicle is found to be illegal or the driver chooses not to tech, they will then forfeit their purse money from the event back to the club and will be allowed to run only exhibition from that point forward until proven to be legal.