

MAUMEE VALLEY PULLERS



WORK STOCK DIESEL TRUCKS

8200 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:

- Stock engine only for make, model, and year of truck.
- Diesel fuel only. No propane or water injection.
- Turbo charger must be stock appearing for make of truck. Modifications are permitted but must pass a 2.55" plug test. 6.4 Liter Powerstroke may utilize the factory twin turbos.
- Any engine programmers are permitted.
- Aftermarket air cleaner/intakes are permitted.
- Exhaust must exit behind cab of vehicle and must be pointed upwards. Exhaust must have (2) 3/8 diameter rods/bolts inserted into exhaust in a cross pattern with both rods 90° from each other. Rods/bolts must be as close to the turbo as possible. Tech inspection committee will have final say on location.
- Radiator must have a sufficient overflow reservoir.
- No ice or ice water will be permitted on intercoolers.
- Injection pump is limited to 1 stock appearing pump.
- No velocity stack air intakes.

HITCH:

- Hitch height: 26" maximum.
- Hitch point must have a 3.5" hole minimum.
- Must be a Reese style hitch/receiver. No pulling from bumper. No shackles or clevises.
- Hitch must use hitch pin. Bolts are prohibited.
- Hitch must be stationary in all directions.
- Hitch may be reinforced and supported for strength. No part of the hitch will be permitted forward of the centerline of the rear axle.
- No component of the hitch may be connected or in contact with the rear axle.
- Hitch must be the rearmost component on vehicle.

CHASSIS:

- Aftermarket or fabricated from bumpers are permitted. Front ballast will be permitted if hidden. No visible weight will be permitted.
- No batteries are to be located inside cab of vehicle unless they are in a sealed and covered box.
- Steering system modifications are permitted.
- No hanging weights or brackets. Any weight must be located in the bed behind the cab and securely fastened.
- No objects forward of the front bumper permitted. Bumper must be mounted in stock location.
- Traction bars and third links are permitted provided they are bolted. Front of traction bars must have a tether strap to prevent the bar from touching the ground. Suspension must have a minimum of 1" of travel. Air bags or air shocks are prohibited.
- Absolutely no electronic traction control devices.
- Factory spec wheelbase only.
- No more than 5" offset from front wheels to rear.
- Complete factory beds only. Beds and toolboxes must be mounted securely. Any bed without a full floor must be covered.
- DOT tires only. Max 35 x 12.50". No cuts, bars, or siping. Rims may not exceed 12" wide. Aftermarket rims permitted.
- No wheel spacers.
- No tire chains.
- U-joint shields and driveline hoops are mandatory. All u-joints must be covered with a 360° loop and be at least 6" wide constructed of 1/8" steel or 3/16" aluminum. Driveline hoops must be 360° loop and be at least 1" wide constructed of 1/8" steel or 3/16" aluminum.
- One ton rear axle or less permitted. Dual rear wheels prohibited.
- No open drivelines or drop boxes.
- Fuel cells prohibited.
- Brakes must be fully functional on all 4 corners of the vehicle. No driveline brakes permitted.
- OEM transmission and transfer case only.

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.