

MAUMEE VALLEY PULLERS



6500 LBS

ALTERED GAS TRUCKS

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:

- Pump gasoline or racing gasoline only. No alcohol, ethanol, nitrous oxide, nitro methane or propane allowed.
- Aluminum blocks permitted. No 5" bore spacing.
- Aluminum heads are permitted. No Hemi heads. One spark plug per cylinder.
- Sheet metal intakes are no longer permitted.
- Naturally aspirated engines only.
- No electronic traction control devices.
- Single carburetor of any size permitted. No split carburetors. No fuel injection.
- Headers must exit straight up from engine compartment or protrude down and back. No headers exiting towards the ground. No headers out of the fenders.
- Dry sump engine oil systems are permitted
- Radiator must have a sufficient overflow reservoir. Radiator must be located in front of motor and behind grill.
- Cubic inches are limited to 632 CID +!%

HITCH:

- Hitch height: 26" maximum.
- Hitch point must have a 3.5" hole minimum.
- Must be a solid mounted hitch. No pulling from bumper. No shackles or clevises.
- Hitch must be stationary in all directions.
- A minimum of 36" is required from the centerline of the rear axle to the hitch point.
- Sled stops are mandatory. Must extend a minimum of 8" past the rearmost point of vehicle.

CHASSIS:

- No batteries are to be located inside cab of vehicle unless they are in a sealed and covered box.
- Electric over hydraulic steering is permitted.
- Any weight must be securely fastened. Any weight falling from vehicle during a competitive pull will result in disqualification. Front weights must not protrude more than 60" from the centerline of the front axle or 195" from the centerline of the rear axle.
- Ladder bars are permitted.
- Blocked suspension is permitted. Suspension may be solid if safely fabricated.
- Absolutely no electronic traction control devices.
- Altered wheelbase is permitted. Wheelbase must comply with restrictions of the front weights. Must be factory frame. Alterations of the factory frame are permitted. No composite or tubular frames allowed as any part of frame.
- No lift or tilt bodies.
- No fabricated axle housings.
- Beds and toolboxes must be mounted securely. Any bed without a full floor must be covered.
- DOT tires only. Max 37". No cuts, bars, or siping. Any width is permitted.
- 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.
- No dual wheels. 4 tires only.
- No dirt deflectors of any kind located behind any wheels.
- Front brakes must be fully functional on the vehicle. Driveline brakes permitted.
- All automatic transmissions must be covered by an SFI approved scatter blanket.
- All manual transmissions must have an SFI approved blow proof housing.
- All clutches must have a functioning foot pedal.
- All flywheels must be SFI approved.
- Harmonic balancers must be SFI approved.
- Vehicle must be equipped with a functioning reverse light.

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 engine pump. If found to be legal, the engine will be sealed and not be subject to pump again unless the seal is found to be broken or tampered with. If vehicle is found to be illegal or the driver chooses not to pump, 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.