

Morrow County Fair Pull September 3, 2021 7:00 PM

- 1) 8000# Workstock Diesel COTPC
- 2) 6200# Light Pro Street Gas COTPC
- 3) 7800# Light Pro Diesel COTPC
- 4) Street Stock Semi Truck



2021 General Rules

EVERYONE MUST HAVE ALL SAFETY EQUIPMENT for EVERY PULL!!

****NO EXCEPTIONS****

Failure to have safety equipment will result in disqualification

Safety

1. No nitrous, all components must be removed.
2. Pump gas or racing gas only. No alcohol or nitro permitted.
3. Drive shaft loops, u-joint shields, SPECS ALUMINUM MIN. 5/16" AND STEEL 1/4" THICK, u-joint shields min. 6" long (MINIMUM OF 1 LOOP ON FRONT SHAFT AND 2 ON REAR SHAFT REQUIRED). Note: all u-joints must be shielded w/ the exception of front out put if it is protected by cross member.
4. Manual transmissions must have a blow proof bell housing. Automatic transmissions must have a complete transmission blanket or a blow proof bell with transmission tunnel shield the full length of the transmission.
5. Working kill switch, back up or neutral light required.
6. Required fire safety, every truck must have a working fire extinguisher within reach of driver inside of cab. Drivers are required to wear a sfi helmet, fire jacket, jeans and leather boots.
7. Light on kill switch – must be located in the rear center of the truck within 6" of the center of the hitch. Preferably on the right side.

*******MUST HAVE WORKING BRAKES ON THE FRONT AXLE*******

Annual Dues/Payment of Dues

The annual dues for point members will be **\$100 per year**. Points members dues are payable by April 1, 2018. No points awarded until entry fee is paid.

General Rules

1. Any competitor or crewmember attempting to sway the decision of any official, by talking to the official, sled operator, or the promoter, is subject to disqualification from that class.
2. When a truck is under the green flag, no one is allowed on the track except for track officials.
3. Flagmen:
 - A. Pulls will be operated with two (2) flagmen per track.
 - B. Starting flagmen shall be responsible for readiness of track, pulling truck and competitor.

- C. Second flagmen shall be responsible for balance of course.
- D. The same flagmen shall work for an entire class to assure consistency and equal treatment for all competitors in that class.
- 4. The COTPC LLC will run all pulls as a floating finish. There will not be a pull-off.
- 5. Any unsportsmanlike conduct and/or language on the track or pit area is unacceptable, and will not be tolerated.
- 6. COTPC LLC representatives will reserve the right to interpret any and all rules. New rules may be adopted during a pulling season at any time to promote safety or the benefit of the sport.
- 7. Hitches
 - A. All hitches will be minimum 3 ¾ inches long and a minimum 3.5 inches wide at the hook point. Lateral thickness of the hitch will be max 1 ½ inch minimum and 1 inch of cross-sectional thickness.
 - B. No twisted clevises.
 - C. All hitches will be checked with a legal COTPC LLC stand.
 - D. Hitches must be rigid in all directions.
 - E. Clevis needs to be welded
- 8. Judges have the right to stop and disqualify any vehicle or contestant, or ask for truck to reweigh at any time.
- 9. All vehicles are subject to inspection randomly during the season.
- 10. Points are **not** transferable if the vehicle is sold.
- 11. All drivers must be 18 years old and have a valid driver's license or have written permission from parents turned in with membership fee.
- 12. All trucks with the registered driver will weigh in before pulling. COTPC LLC representative may inspect or re-weigh the truck and driver at any time. No adjustments may be made to the truck after weigh-in and hitch height check are complete.
 - A. The top paid pullers can be asked to weigh-out at the end of the pull
 - B. The same person who weighs the truck is the same person to drive it.

C. Bags of Ice must weigh in with the trucks – either on weight box or in bed.

- 13. No nitrous oxide, nitro methane, alcohol or pressurized fuel allowed. Oxygenated fuel allowed (with the exception of RWYB class).
- 14. Events are open to any four-wheel truck - NO membership is required to pull. Must follow all safety regulations
- 15. Participant must be a member of COTPC LLC in order to collect points.
- 16. Once a participant has hooked to the sled, he will not be refunded entry fee money.
- 17. Competitors will earn no points if entry fee is refunded.
- 18. No riders shall be allowed in the truck when towed, driven or hooked to sled.
- 19. A covered bed or tonneau cover must be present on all trucks in all classes.
- 20. All trucks are required to provide their own fire extinguisher on the truck and have within reach.

21. Drivers must stay within 20ft of the truck until it is teched. Hoods open and ready for tech official.

Contest - Procedures

- 1. All pulls must start with tight chain.
- 2. Each competitor will be allowed two attempts to make a measurable pull.
 - A. An attempt is defined as moving the sled a measurable distance (one inch or farther)
 - B. On the first attempt, if the competitor lets off on the throttle before going 100 feet, said competitor will get a second attempt, even if the competitor goes beyond the 100 foot mark.
 - C. If no attempt is made to back off the throttle, no second attempt will be granted.

Note: Intent is for driver not slam on brakes to stop before 100-foot mark (or any time), but come to a smooth, safe stop.

- 3. Jerking of the sled to cause slack in the chain will be grounds for disqualification.

4. Each competitor has the privilege of, and the responsibility for, spotting the sled for both of their attempts.
 - A. Pull back tractor/sled operator must be notified of where competitor wishes the sled placed.
 - B. Use of crew member is recommended to expedite the show.
5. Pulling vehicle must remain within boundaries of contest course during a pull.
6. If a vehicle is legal when hooked to the sled and breakage occurs while under green flag, the pull will be measured.
7. Any truck that hooks to the sled and makes a measurable pull shall be considered to have made an official hook even if the sled is reset and the truck cannot hook and receive hook points. Measurable distance is defined as the truck must tighten the chain under its own power.

Class Restart

1. If the class is restarted, all competitors having pulled previously have the following options:
 - A. May hook immediately
 - B. May drop six (6) positions.

C. Can NOT drop to last!

Note: Competitor must alert the track official of their decision.

2. On any re-pull caused by contest malfunction, the competitor may either re-hook immediately or may drop six (6) positions.
3. Competitor must pull at position drawn within two (2) minutes of time sled is ready. Delay will mean disqualification. If track official is notified prior to competitor's time slot, they will drop the competitor six (6) positions. This will constitute one of the competitor's two attempts. A competitor may do this only once per class.
4. Competitor will be able to drop six (6) positions if breakage occurs on their first attempt and they did not go past 100 feet. Still have one attempt remaining.

Test Pull and Options

1. The competitor pulling in first position as determined by draw at time of entry is considered the test puller.
 - A. Competitor may take their first pull, provided the weight transfer is deemed right, OR
 - B. Competitor may immediately take their second pull, OR
 - C. Competitor may drop and pull in the sixth position.
 - D. Competitor may drop and pull in last position.

Note: The sixth position is defined as the position immediately following the next five (5) scheduled competitors and their attempts.

2. The "running out of bounds" disqualification rule still applies.
3. If the weight transfer needs further adjustment, the competitor immediately following each adjustment will be considered "the test puller".

Inclement Weather

1. In the event of inclement weather, purse shall be paid in all completed classes. In classes started, but not completed, the purse will be paid to those that hooked according to the results. Those that did not hook will receive a refund of entry fees.
2. No points awarded if event is rained out to any classes not ran.
3. The officials at the event (promoter, event director, and head track official) shall determine if and when an event will be stopped because of inclement weather or track conditions.
4. If a session is cancelled prior to start time, competitors will receive refund of paid entry fees, but no other compensation.
5. Any class not completed for any reason will treated as a rained-out class.

Causes For Disqualification

****Any disqualification points will NOT be considered a dropped point****

A. Vehicle will receive only hook points (10 points) when:

1. While under the green flag:
 - A. Loses ballast weight.
 - B. Loses safety equipment and failure of safety equipment to function.
 - C. Excessive loss of liquid onto the track by a pulling vehicle while hooked to the sled.

Note: Excessive is defined as any steady or intermittent stream discharged onto the track, or a spot equivalent to more than eight (8) inches in diameter.

2. Additional grounds for disqualification, suspensions and/or expulsions are:

A. Unsportsmanlike conduct, improper language or conduct detrimental to pulling.

B. Vehicle will receive no points when:

1. Intoxication - any competitor or any member of their crew under the influence of an intoxicating agent, drug, or having a measurable blood alcohol content during contest activities shall be considered under the influence and will be barred from any further involvement or participation in the event.
2. Any competitor or member of their crew who exhibits unprofessional and/or unsportsmanlike conduct including abusive language and/or physical action toward event officials, fellow competitors or spectators and/or deliberate delay of event will cause disqualification from that event.
3. Illegal equipment, illegal fuel and competing without proper fire protection.
4. Unsafe operation of competition vehicle.
5. Leaving the starting line while under the red flag.
6. Anyone who knowingly tampers with a vehicle could be permanently suspended.
7. Any competitor does not have any safety equipment.
8. Going out of bounds

****Any disqualification points will NOT be considered a dropped point****

Points & Awards

A. Points

1. The COTPC LLC will award points based on the finish position of the truck that is a paid member.
2. Hook points will be given to a truck that has legally entered the event. (10 hook points given)
3. The following point system will be used for the COTPC LLC points:
 1. 16 place points + 10 hook points = 26 points
 2. 14 place points + 10 hook points = 24 points
 3. 12 place points + 10 hook points = 22 points
 4. 10 place points + 10 hook points = 20 points
 5. 8 place points + 10 hook points = 18 points
 6. 6 place points + 10 hook points = 16 points
 7. 4 place points + 10 hook points = 14 points
 8. 2 place points + 10 hook points = 12 points
 9. 7 place points + 10 hook points = 10 points
 - 10th place - 10 hook points will be awarded
4. All points are awarded to the vehicle, and not the driver. **Must have their COTPC LLC number on the entry form. Failure to do so will result in no points for that truck. **This WILL be ENFORCED****
5. Lowest two (2) COTPC LLC pull will be dropped.
6. Abuse of the COTPC LLC passes will result in revocation of the pass for the remainder of the season.
7. A truck with a COTPC LLC membership number must have **at least 50 points** in order to receive a pass for the next year.
8. The fee will admit the driver and one other person into the pull for free. It is only one pass per entry. The two people **MUST** enter the gate at the same time.

B. Tie Breaker (End of season)

If the end of the season points race results in a tie, the following formula will be used to break the tie: Ties will be broken by using the greatest number of 1st place finishes at events counting toward that position. If a tie still exists, second place finishes, third place finishes, etc, will be counted until the tie is broken.

Event Procedures and Requirements

A. Entry Procedures

1. Upon arrival at the event, go to the COTPC LLC entry site designated to enter competitors
2. The truck must compete in a class at the event before the truck may receive hook points, place points, or purse money.
3. A truck may be entered in more than one class, but only once in each class.
4. A competitor's pulling position will be determined by draw at time of entry.
 - a. Each competitor will have 2 numbers drawn from the bingo cage and can choose between the 2 numbers.
5. If a competitor breaks on a previous class and cannot make pull order in the next class or session, the competitor may ask the track official or competition director whether or not to allow the competitor to drop positions.

B. Withdrawal (Scratch)

1. To scratch a truck and receive full refund of entry fee, the competitor is required to notify the entry official of their withdrawal prior to the start of the class.
2. If a competitor scratches from a class prior to the start of the class, that competitor will receive the entry fee back. However, if the competitor does not officially scratch prior to the start of the class, the competitor will forfeit the entry fee.
3. Once a competitor has scratched from a class, that competitor may not re-enter that class for that session.

C. Vehicle Operations

1. Pulling vehicles must be operated in a safe manner at all times within the confines of the track, pits and staging areas. Event officials have the right to stop and disqualify any vehicle if it is not being operated in such a manner as would be considered safe.
2. Driver must remain seated while the truck is under the green flag and must have complete control of the truck at all times.
3. All pulls must start with a tight chain. No jerking or yanking of the sled. Once the slack has been taken out of the chain, you cannot back up and jerk the sled. Once the sled has stopped, the pull is over.
4. Attempting to pull under a red flag will result in disqualification. The flagman will cue the start of each pull by displaying the green flag. When the red flag is displayed, you must stop. Any attempt to continue to pull under a red flag will result in disqualification.
5. Each contestant may spot the sled before the pull. Contestant must notify a track official or sled operator before the sled backs to the starting line.

Clothing/Apparel

1. Each member of the competitor's crew must be properly attired when present in the staging or competition area.
 2. Shoes are mandatory.
 3. Tank tops or bare torsos are not acceptable in the staging or competition area.
4. Fire jackets and long pants (no shorts) are required in all classes. Fire pants are recommended. If caught not wearing protective fire gear by flag person while hooking to the sled
 - 1st offense is a verbal warning - 2nd offense is disqualification.

Tech Area/Procedure & Tech Man

1. There will be a designated area set up by the Pull Track Officials as a teching area where all vehicles will be teched.

2. The tech man's decisions are final at the event.
3. The tech man has the right to determine the legality of the truck at any time.
4. The tech man has the right to make all the decisions regarding these rules.
5. The tech man has the right to open the hood or any panel at any time or make any visual or audible decision.
6. The tech man does not need to hold any certification of any kind to perform any test or make any decision.
7. Adhere to the tech man at all times.
8. Tech man's decision is final at the track.
- 9. Must stay within 20ft of the truck until it is teched. Hoods must be open and ready for tech official.**
10. Being illegal is anything that is a performance violation.
 - If caught being illegal you will lose your points and money for that event.
 - If caught a second time you will lose money and points and be banned from the next 2 pulls.
 - If caught a third time will result in banned for the remainder of the season.
 - If caught with nitrous and/or over cubic inch will result in disqualification for one (1) year and a day from the violation.

Protest Procedure

1. A protest may be made prior to or following a pull.
2. A fee of \$200 for Gas Trucks and \$400 for Diesel Trucks
3. If protest is found true the protestor will receive \$150 for Gas and \$250 for Diesel
4. If protest is found false the protested will receive \$150 for Gas and \$250 for Diesel (\$50 for Gas Trucks and \$150 Diesel Trucks will be kept by the tech man).

End of the Year Procedures

1. End of the year money will go to the top 5 points winners in each class.
 - 100% of all sponsorship money will be divided equally.
 - 100% of all sanctioning fees will be awarded to the top 5 winners in each class.
2. End of the year points pay-out will be determined after the pulls have been completed
 - Subject to rain-outs and/or cancellations
3. Outside sponsorship money will go to the top 5 points winners divided equally
 - Amount to be determined after sponsorship money is received

Uniform Pull Order

1. 8000# Workstock Diesel – 26" hitch
2. 6200# Light Pro Gas – 24" hitch
3. 7800# Light Pro Stock Diesel (2.6) – 24" hitch
4. 6350# Modified – 26" hitch
5. 8000# Limited Pro Stock Diesel (3.0) – 26" hitch
6. 6500# Pro Stock Gas – 24" hitch
7. 8000# RWYB – 26" hitch

Class Representatives

Please contact one of the class representatives with any questions or concerns regarding your class.

8000# Workstock Diesel

1. Trucks are limited to street legal stock appearing Diesel trucks with 4x4 weighing a maximum of 8000 lbs.
2. Hanging weight is permitted and must be on a bracket and not extend more than 60 inches from the centerline of the front axle. No weight boxes or covers.
3. OEM truck body with full street trim and complete interior. Working 4 wheel brakes . Must use DOT street tires. Single tires only, no duals wheels permitted. Must use factory fuel tank. No fuel cells. No hand throttles.
4. Engine, T-case and axles must be from a 1 ton or less. Air to Air intercoolers, Radiator and Battery's must be in factory location. No filled blocks or cylinder heads. Engine and cylinder head must circulate coolant. No air to water intercoolers except newer Fords 6.7s that came factory equipped.
5. Must use factory block and head castings. No aftermarket blocks or heads. No aftermarket intakes or runner intakes. Factory intake shelf must remain. No deck plates.
6. Fuel injection pumps are limited to 1 plunger per cylinder. Dual CP3 are allowed. No AG GOVERNORS.
7. Turbo is limited to 1 stock appearing factory make specific turbo that measures 2.5 bore before and after map grove. Map grove must not exceed .200 max at face of wheel. Map grove must be in factory location. Ford 6.4 may use factory setup with no modifications. Turbos will be checked with a 2.550 plug and map grove will also be checked. All pullers will make the turbo accessible to tech official.
8. Exhaust must exit behind cab, turn ups required on tail pipes. Cross bolts are highly recommended. Driveshaft loops are required at front and rear axle.
9. Rear suspension may be blocked solid with removable blocks. All factory suspension mounting points must stay intact and be used. Ladder bars are permitted and must have 2 points of contact. Must have straps around ladder bars. No bars are permitted to be used from hitch to axle. No rear frame trusses.
10. Receiver style hitch must be used. Hitch must be horizontal to the ground and stationary in all directions. No hanging or swinging Clevis. Reinforcements are permitted and must not be forward of the centerline of the axle. No part of the hitch can be higher than top of frame. Hitch height is 26 inches. Hook point must be a minimum of 44 inches from center of axle to hook point.
11. No water injection and no nitrous, no pressurized bottles are allowed on truck. No spraying of water on intercooler. No use of ice, period.
12. All safety equipment is required as stated in General Rules
 - a. Drive Shaft Loops
 - b. U-Joint Shields
 - c. Transmission blanket
 - d. Kill switches - the disconnect must be at the rear of truck close to the hook point. Trucks can have either an electronic shut off and or a spring loaded guillotine or both. It is recommended that all trucks have an air shut off.
13. All drivers must wear a helmet and fire jacket.
14. Must have a working fire extinguisher in cab within reach of driver
15. Tech official decision is final.

6200lb Light Pro Street Gas

Engines & Drivetrain

1. Blocks and heads must be cast iron.
2. Aluminum intakes, and single four-barrel carburetors permitted.
3. Dominator carburetors permitted. No split or stretch carburetors are allowed. Turbos, superchargers, injections, EFI, split or dual carburetors, sheet metal, tunnel ram or box intakes are NOT permitted.
4. Up right headers are permitted.
5. Engine must be same make as truck and in stock location.
6. 514 cu. In. Limit.
7. Transmission and transfer case must be OEM, 1 ton or less.
8. Front and rear axles must be OEM, 1 ton or less.
9. Rear of engine block must be a minimum of 14 inches from centerline of the front axle
10. No fuel injection or throttle bodies unless factory equipped on the body model year of the truck.
11. No traction control

Chassis

1. Full length and width OEM frame must extend to rear bed bolts.
2. Traction bars are permitted.
3. Solid Suspension
4. Crew cab and extended cab trucks are permitted.

Weights

1. Front weights and brackets may not extend more than 195 inches forward from the center of rear axle.
2. This measurement is used to compensate for allowing longer wheelbase trucks to compete.

Hitch

1. Hitch point must be a minimum of 48" from the center of the rear axle and a maximum of 24 inches high.
2. Hitch can be adjustable, but it must be stationary in all directions when pulling. Draw bar pivot point can't extend forward past the center point of rear axle. No part of the hitch may extend above 3" above the factory frame height. Clevis needs to be welded

Harmonic Balancer

All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

Truck

1. Must have complete factory sheet metal no aluminum, OEM, dash, and windows in entire cab must be glass. Must be full size truck body, EXAMPLE (NO S-10, RANGER, DAKOTA, etc.). Plugs must be shielded by inner fenders.
2. Must have complete factory bed floor in stock location. Tailgate is not required.
3. No flat beds are permitted.
4. Fiberglass hoods and hood scoops permitted.
5. Batteries and fuel tanks are permitted out front. Fuel tanks must be securely mounted. Batteries must be concealed and securely mounted.

Tires

1. Any street legal dot approved tire is permitted.
2. Maximum tire size 36" tall x16" wide.
3. No cut or sharpened tires allowed.
4. No duals front or rear. No front dual spacers permitted.

Safety

1. No nitrous, all components must be removed.
2. Pump gas or racing gas only. No alcohol or nitro permitted.
3. Drive shaft loops, u-joint shields, SPECS ALUMINUM MIN. 5/16" AND STEEL 1/4" THICK, u-joint shields min. 6" long (MINIMUM OF 1 LOOP ON FRONT SHAFT AND 2 ON REAR SHAFT REQUIRED). Note: all u-joints must be shielded w/ the exception of front output if it is protected by cross member.
4. Manual transmissions must have a blow proof bell housing. Automatic transmissions must have a complete transmission blanket or a blow proof bell w/ transmission tunnel shield the full length of the transmission.
5. Working kill switch, back up or neutral light required.
6. Required fire safety, every truck must have a working fire extinguisher within reach of driver inside of cab. Drivers are required to wear a sfi helmet, fire jacket, jeans and leather boots.
7. Diagonal mud flaps are prohibited for safety reasons
8. Light on kill switch – must be located in the rear center of the truck within 6" of the center of the hitch. Preferably on the right side.

*****MUST HAVE WORKING BREAKS ON THE FRONT AXLE*****

7800# Light Pro Diesel

1. Maximum weight 7800#
2. OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, and tube chassis are prohibited. Must retain factory OEM wheelbase for make and model of body, not to exceed 172 inches.
3. The body must be OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. After market hoods permitted. The hood must be closed and securely latched when hooked to sled.
4. Complete engine must have stock appearance except where otherwise noted in these rules. Maximum engine size will be 460ci. Engine must be in OEM location for the body used. Engine must have a 3/8 diameter cable surrounding the engine block. Cable is to be positioned between #1 and #2 cylinders and is to pass through manifolds. Cable will have 4-6 inches of slack. Two cable clamps at cable splice are required.
5. Cylinder head must be OEM or OEM replica for brand of engine. Outside of cylinder head must measure factory width and length. No billet heads of any material. Head must retain factory OEM valve angle. No deck plates permitted. No individual runner intakes.
6. Hook point to be no closer than 44" of centerline of rear axle. Maximum hitch height of 24" with a minimum of 3.75"x3" opening. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be centerline of rear axle or behind. Hitch must not exceed 25-degree angle from pivot point to hook point. No hitch supports or adjusters fastened to rear axle housing shall be above center point of rear axle. Pivot pin of drawbar can be no further forward than the centerline of rear axle. Reese hitches are allowed.
7. Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore for 1/8". Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter inducer bore and contact wheel.

8. All vehicles must be equipped with upward pointing exhaust located either directly behind cab or out of truck hood. Two 3/8-inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other and within 12 inches of turbo.
9. Front hanging weights are allowed, not to exceed 60 inches forward from the centerline of front axle. Ballast may be added in the bed of truck but must be securely fastened. Maximum weight 7800 pounds.
10. All trucks must have at least six-inch wide u-joint shield around the rear u-joint constructed of at least 5/16-inch steel or 3/8 aluminum that will safely contain the u-joint and the end of the driveshaft. All shields must be securely mounted to vehicle. Any front shaft u-joints that can be visibly seen from side of truck must be shielded to contain the u-joint and the end of the driveshaft.
11. A fire extinguisher system is permitted. 2.5# fire extinguisher must be securely mounted within reach of driver. A complete OEM firewall is required.
12. All drivers must have valid driver license and full SFI fire suit including helmet. Seatbelt/restraint must be worn.
13. The complete OEM floor pan is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted.
14. Hand throttles permitted. Diesel fuel only. No propane or N02 or any other oxygen enhancers allowed
15. Maximum of one P pump up to P7100 allowed. 13MM plunger limit. Ag governors permitted. The use of multiple high pressure common rail fuel pumps is legal.
16. OEM rear and front ends required. Must have come factory in a one ton or smaller vehicle.
17. Axle shields are required. Shield to be .060" thickness steel or aluminum. A hole may be cut in one shield to allow operation of hub lock.
18. Safety switch (rain cap or guillotine) must shut off air to diesel engines. Switch will be securely mounted to back of vehicle. A 2 inch or bigger solid ring must be attached to end of switch. Ring must be zip tied to switch bracket. Switch must also be able to be activated in cab while driver is secured in vehicle.
19. Hydraulic steering permitted
20. Suspension (Rear)- The upper mounting point for strut assembly must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided the factory mounting points are maintained. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Raising or lowering of vehicle height with suspension modifications is permitted but must be bolt on only. Welds permitted for attachment to frame and axle only. Blocked suspension permitted. No airbags. Rear suspension may be made solid.
21. Tires must be DOT approved with maximum size of 35x12.50. No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires.
22. Dual wheels are prohibited.
23. OEM transmission and transfer case must be used. Must have come factory in a one ton or smaller vehicle.
24. Non-OEM transmissions prohibited. Aftermarket torque convertors, valve bodies, and internal components are permitted.
25. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.
26. Water injection is prohibited.
27. Air to Air intercooler only. No cooling device allowed for intercooler. No ice boxes.

Street Stock Semi

1. Street driven trucks only.
2. Must supply your own hitch.
3. Must have current vehicle registration, insurance car, and valid license.
4. NO added weight
5. All Class D trucks are subject to the event official's judgment.