



# ***Central Ohio Truck Pull Circuit,***

## ***LLC***

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## ***Safety & General Rules***

### **Safety Rules**

**EVERYONE MUST HAVE ALL SAFETY EQUIPMENT for EVERY PULL in EVERY CLASS!**

**\*\*NO EXCEPTIONS\*\***

**Failure to have safety equipment will result in disqualification**

- No nitrous, all components must be removed.
- Pump gas or racing gas only. No alcohol or nitro permitted.
- 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.
- 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.
- Working kill switch, back up or neutral light required.
- 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.
- 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.
- A covered bed or tonneau cover must be present on all trucks in all classes.

- Judges have the right to stop and disqualify any vehicle or contestant, or ask for truck to reweigh at any time.
- All vehicles are subject to inspection randomly during the season.
- Points are **not** transferable if the vehicle is sold.
- 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.
- All trucks with the registered driver will weigh in before pulling. COTPC LLC representatives 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.
- No nitrous oxide, nitro methane, alcohol or pressurized fuel allowed. Oxygenated fuel allowed (with the exception of RWYB class).
- Events are open to any four-wheel truck - NO membership is required to pull. Must follow all safety regulations
- Participants must be a member of COTPC LLC in order to collect points (Details are listed at the top of this page)
- Once a participant has hooked to the sled, he will not be refunded entry fee money.
- Competitors will earn no points if entry fee is refunded.
- No riders shall be allowed in the truck when towed, driven or hooked to sled.
- A covered bed or tonneau cover must be present on all trucks in all classes.
- All trucks are required to provide their own fire extinguisher on the truck and have within reach.
- **Drivers must stay within 20ft of the truck until it is teched. Hoods open and ready for tech official.**

### **Contest Procedures**

- All pulls must start with tight chain
- 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)

and they did not go past 100 feet. Still have one attempt remaining.

### **Test Pull 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.**

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

### **Tie Breaker at the Event**

- In the unlikely event (again) that two competitors pull the exact same distance at the same event there will be a pull-off at the end of the class. All distances are measured three places out and all 3 numbers must be exact for this to occur.

### **Inclement Weather**

- 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 if they return their number sheet to the entry table before the entry table is closed for the evening. Each pull the promoters provide the entry fee start-up cash. If you do not return your number sheet before that money is given back to the promoters you will forfeit it. It **can not** be saved for the next pull.
- No points awarded if the event is rained out to any classes not run.
- **10 hook points to all competitors ran if the class rained out before it was finished.**
- 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.

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- Points will be awarded based on the finish position of the truck that is a paid COTPC member.
  - Any puller not a member will be pulled from the finish position before points are awarded.
  - The following point system will be used for the COTPC LLC points:

1st Place = 26 points

2nd Place = 24 points

3rd Place = 22 points

4th Place = 20 points

5th Place = 18 points

6th Place = 16 points

7th Place = 14 points

8th Place = 12 points

9th Place and on = 10 points

- 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\*\***
- Abuse of the COTPC LLC passes will result in revocation of the pass for the remainder of the season.

### **Award/End of Year Procedures**

- End of the year award money will go to the top 5 points winners in each class
- 100% of all sponsorship money and sanctioning fees (\$100 per class from promoters) collected will be awarded to the top 5 winners in each class and broken down in the following percentage:

1st Place = 38% of total

2nd Place = 23% of total

3rd Place = 18% of total

4th place = 13% of total

5th place = 8% of total

For example: If \$3000 is given in sponsor money and \$1200 in sanctioning fees are collected the total of \$4200 is divided out with the above percentages. First place winner will

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.

- Once a competitor has scratched from a class, that competitor may not re-enter that class for that session.

### **Vehicle Operations**

- 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.
- Driver must remain seated while the truck is under the green flag and must have complete control of the truck at all times.
- 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.
- 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.
- 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**

- Each member of the competitor's crew must be properly attired when present in the staging or competition area.
- Shoes are mandatory
- Tank tops or bare torsos are not acceptable in the staging or competition area
- 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 Official**

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

sectional thickness

- No twisted clevises
- All hitches will be checked with a legal COTPC LLC stand
- Hitches must be rigid in all directions
- Clevis needs to be welded

**Infraction of General Rules**

Any infraction of any of the outlined general rules will result in a loss of 26 points at the end of the season for the first offense. For the second offense you will be dismissed from the organization for one year plus one day.

**Uniform Pull Order (Subject to Change)**

- 8000# Workstock Diesel – 24" hitch
- 6200# Light Pro Gas – 24" hitch
- 8000# Light Pro Stock Diesel (2.6) – 24" hitch
- 6350# Modified – 26" hitch
- 8000# Limited Pro Stock Diesel (3.0) – 26" hitch
- 6500# Pro Stock Gas – 24" hitch
- 8000# RWYB – 26" hitch

## **6500# Open Gas**

### **Engine**

- One Carb - NO alcohol motors

### **Chassis**

- OEM frame outside ONLY
- No altered wheel base.

### **Body**

- Front and rear glass

### **Firewall**

- Factory or (a) 3/16" aluminum (b) ¼" Lexan (c) .60 steel

### **Hitch**

- 24" High minimum of 36" out from center axle

### **Tires**

- Tires must be street legal, with D.O.T number on the sidewall.
- No altered tread cut or ground

***All safety equipment is required as stated in General Rules***

## **2022 Buckeye Power Productions 6500# Cheater Street**

### **Truck and Chassis**

1. OEM 1 ton or less chassis required. Must have complete factory frame to rear bed mount. No tube frames allowed. Must have working wheel brakes.
2. Solid rear suspension allowed, but not required.
3. Frame bracing, trussing and traction bars permitted.
4. Hanging weight is allowed. Must not exceed 195" from the centerline of the rear axle.
5. Fuel tank may be mounted in the bed or on the weight bar.
6. Must have complete factory bed floor and inner bed structure. Tailgate not required.
7. Must have complete factory sheet metal, dash, and windows. Fiberglass hoods are permitted. No fiberglass beds, front clips, or doors.

### **Hitch**

1. Reese style hitches or T bars are acceptable. Drawbar pivot point to be no higher than top of frame rail. No part of hitch or adjusters can be any farther forward than 20" back from centerline of rear axle. 3"x 3 3/4" hole required in drawbar plate. Draw bar plate must be at least 1" thick. No twist or straight clevises. Hitch must be stationary in all directions with no up and down or side to side movement. Bolts for hitch pivot must be a minimum of 3/4" diameter. If using a Reese style slide in draw bar, the cross pin holding the draw bar in must be a minimum of 3/4" diameter.
2. Hook point to be no less than 42" from centerline of the rear axle. 24" hitch height.

### **Driveline**

1. 1 ton or less driveline required.
2. Cut 3rd gear also referred to trick 3rd gears are allowed. Aftermarket transfer cases allowed. No drop boxes or reversers.
3. Must have SFI approved bellhousing and flywheel. Automatic trucks must have an SFI approved flex plate and transmission blanket, or SFI approved aftermarket transmission case.
4. 33" DOT approved tires max. No cutting, grinding, siping, or alterations. No dual tires.



5. Must have U joint shields covering all U joints. The only exception to this would be the front driveshaft on transfer case output yoke if it shielded by the cross member. Shields must be 6" long, 1/4" thick if made of steel, 3/8" thick if made of aluminum. Rear drive shaft must have a minimum of 2 center rings at least 1" wide between u joint shield to keep driveshaft from hitting the ground in the event of failure. Center rings must have a minimum of 2 flat straps/flat bar stock running from front u joint shield to rear u joint shield to fasten center rings to. Rings and flat strap may be welded or bolted together.

### **Engine, Ignition, and Fuel**

1. 514 cubic inch limit will be enforced.
2. Conventional cast iron heads and blocks only. Cast intake manifolds only. No cutting the intake manifold in half for porting and welding or bolting back together. No changing of the plenum or adding height to the plenum is permitted. No sheet metal or tunnel rams. A tunnel ram is defined as any intake manifold with a top of plenum to china rail with a height exceeding 8.5".
3. Rear of engine block may be no farther forward than 15" from the center of front axle.
4. Single 4 barrell carb with venturis only. Venuris have a max bore size of 2.250". This will be checked with a 2.255" plug. No fuel injection unless factory equipped for your year of truck, and must be OEM. This includes using the factory intake manifold, throttle body, fuel rails, and factory style MAF sensor. No aftermarket fuel injection permitted.
5. Carbs must have 2 drilled carb studs (1/16" hole). Carbs will be checked and sealed when engine is pumped and sealed.
6. Racing gas only. No alcohol or nitromethane. No pressurized fuels.
7. No forced inductions. This means no turbo's, superchargers, blowers, Nitrous Oxide, or methanol/water injection.
8. No dry sumps or external oil pumps.
9. Fenderwell headers permitted. Mufflers NOT required but are permitted.

### **Safety**

1. Must have a working electronic kill switch.
2. Must have working back up or neutral light. Must also have a working light mounted above the hitch.
3. Must have fire extinguisher mounted in cab of truck.
4. Helmet and fire jacket recommended.

5. No dirt slingers!!

## **2022 Buckeye Power Productions 8000# Workstock Diesel-hanging weight permitted**

### **Chassis & Suspension**

1. OEM 1 ton or less chassis required. No tube chassis or back halve conversions.
2. Factory wheelbase must be retained, Cab and chassis trucks must be no more than 172" wheelbase from center of axle to center of axle.
3. Engine must remain in original location.
4. Factory front suspension must be retained. This includes all things such as factory coil springs, OEM type shocks and torsion bars. No drag race style adjustable coil springs or shocks permitted. Acceptable replacement shocks would be a factory OEM replacement or a Rancho RS9000. Maximum 2 shocks per wheel corner.
5. Must retain factory OEM type steering gear. Non OEM power assist prohibited.
6. OEM style rear suspension is mandatory. Suspension can be temporarily blocked solid.
7. No air bags or air shocks are allowed on board, front or rear.
8. Limiting straps are allowed.
9. Traction bars are allowed front but must bolt to the housings. Only bracketry to bolt them on with may be welded. You are allowed 1 straight bar per side with a maximum of 2 links or points of contact on the axle housing and/or frame going from the centerline of the rear axle forward. Traction bars must have a center strap or chain looped around them to prevent them from sticking in the dirt in case of bending.
10. No rear frame trusses permitted. Bracing may only have 2 points of contact.
11. Must pull off of a Reese style hitch with no part of the hitch extending forward of the centerline of the rear axle. No part of the hitch can connect to the rear axle. No part of the hitch may be above the top of the frame rails. Hitch must be parallel to the ground and stationary in all directions. Hook point to be no farther forward than 44" back from the centerline of the rear axle.
12. Hitch height is 24" max
13. Rear bumpers may be notched or removed. Sled stops permitted.
14. Hanging weight permitted. Must be securely mounted to a weight bar, no weight boxes. The maximum farthest forward point any part of a weight or weight bar itself allowed is 60" from the centerline of the front axle. Weights may also be located in the bed. No weights allowed in the cab.
15. Batteries may not be mounted in the cab. Batteries are to be no further forward than the factory core support. Maximum of 2 OEM size batteries under the hood. Additional batteries must be in the bed securely.
16. 8000# max weight limit

### **Driveline**

1. OEM 1 ton or less transmissions and transfer cases required. No Bruno, Lencos or reversers. No dropboxes. Aftermarket internals in stock housings is allowed.
2. SFI approved transmission blankets are required in trucks running an automatic transmission. This includes Allison transmissions. They are available shelf items.
3. SFI approved blowproof bellhousings are highly recommended for manual transmission trucks. If not running a blowproof bellhousing, the bellhousing must be covered with an SFI approved transmission blanket. Manuals must be clutch assisted, no sequential shifters permitted.
4. All trucks must have safety switches to prevent truck from starting in gear.
5. OEM 1 ton or less axles required front and rear. Aftermarket internals in stock housings are permitted.
6. Must have working 4 wheel brakes.
7. It is mandatory to have U joint shields covering all driveshaft U joints. Shields need to be at least 6" long and made of at least ¼" thick steel or 3/8" thick aluminum.
8. 35" DOT tires max or metric equivalent. No cutting or sharpening. No chains or studs allowed. No dual wheels.

### **Truck**

1. Body must retain full OEM sheet metal including OEM firewall, OEM floor boards, and OEM front bumper assembly.
2. All OEM glass windows must be retained. No Lexan permitted. All windows must retain factory operation.
3. Complete interior including dash board and door panels mandatory. Aftermarket seats permitted but must be matching.
4. Hand throttles permitted
5. Factory headlight and tail light assemblies must be in place and operational. The only exception is the right front headlight may be removed for air inlet to the engine.
6. Radiator must be in stock location and at least stock capacity.
7. Fuel tank must be mounted in stock location or in the bed.

### **Engine**

1. Engine is limited to a stock appearing OEM make specific compression engine available from the factory in a one ton or less truck.
2. Electric water pumps and electric fans permitted. Factory accessory drive system must be retained.
3. No individual runner intakes (Ex: ZZ Customs)
4. No deck plates

5. OEM cylinder heads required. (Ex: No Hamilton heads for the Cummins, No Brodix heads for the Duramax)
6. No pressurized injectables allowed what so ever. This includes nitrous oxide, propane, water injection or anything of the sort. All components must be removed.
7. Engines turning more than 4500 rpm must have an SFI approved harmonic balancer.
8. Fuel injection pump is cylinder count specific (6 cylinder pump on a 6 cylinder engine). P Pumps allowed are the P3000 and P7100. No sigma or 12 cylinders allowed. No AG governors.
9. Fuel must be commercially available #1, #2 diesel or soy/biodiesel.
10. Factory style or aftermarket air to air intercoolers only mounted in stock location. Water to air intercoolers are prohibited. Absolutely no use of ice or water to cool the intake charge. Ford 6.7L are able to utilize the factory air to water set up as long as it remains OEM. Nothing aftermarket. No spraying intercoolers with pump sprayers or anything of the like on the track or while you are first or second staged to go on the track. This causes too many people in places they do not need to be.

### **Turbo and Exhaust**

1. Turbocharger is limited to a stock appearing OEM/factory make specific charger only. Turbochargers from different years in the same make may be interchanged, no adapters to accept other model turbos can be used. No S300 or S400 turbo parts are allowed to be used. 6.4-liter Powerstroke may utilize the factory unmodified twin turbos. Turbo inducer bore to be no greater than 2.5" both before and after the MAP groove. This will be checked with a 2.550 plug. No forward facing MAP grooves allowed. MAP groove is to be no larger than .200" at the wheel. Wheel must protrude past MAP groove by 1/8", MAP groove must be perpendicular to wheel.
2. Exhaust must exit upward and behind the back of the cab. Tail pipes exiting on the ground must be equipped with a 90-elbow pointing up.
3. Stacks in the bed permitted. Hood or fender stacks are not allowed.
4. Two 3/8" diameter bolts installed in the downpipe in a cross pattern are highly recommended if the factory muffler has been removed.

### **Safety**

1. All trucks must have a working 2.5 pound fire extinguisher on board.
2. Helmet and Fire jackets highly recommended.
3. Seatbelts or 5-point harness highly recommended.
4. U joint shields required, see specs for length and thickness under driveline section.
5. Kill switches mandatory on all trucks and must be located at the back of the truck. Air guillotines are acceptable for non-electronic engines. Electric kill switches are permitted on trucks with electronic fuel shut offs.
6. Must have a working light mounted above the hitch.

# 8000# Light Pro Stock Diesel (2.6 smoothbore) PPL Rules

1. Maximum weight 8000lbs. (Dry weight 7900# for ice allowance at scales.)
2. The OEM chassis is mandatory. The vehicle must retain a full  $\frac{3}{4}$  or 1-ton size chassis. Wheel tubs, back-half conversions, tube chassis prohibited. Maximum wheelbase 158" and 102" maximum width. (outside tire to outside tire). Rigid suspension allowed. Hydraulic steering permitted. (Intent= no Isuzu or compact diesel chassis)
3. The body must be OEM truck body, including full metallic floor pan and must retain complete OEM firewall. Beds must be covered. No flatbeds permitted. The body must retain full metal, aftermarket steel hoods are permitted. The must be closed and securely latched while hooked to the sled.
4. Maximum engine size will be 460 cubic inch. Engines must come from factory in one ton or smaller diesel pickup truck. Engine must remain in stock location as intended by manufacturer. Engines may be interchanged between manufacturers. 47a. No aftermarket blocks permitted b. Head must be OEM or OEM one piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of cylinder head must measure factory width and length. Head must retain OEM valve angle.
5. Front of engine block can be no farther forward than 17" of center line of front axle.
6. Engine must have cable surrounding block and head. Cable must be minimum  $\frac{3}{8}$ " diameter located between cylinders #1 and #2. Cable must pass thru manifolds. Cable will have 4-6" of slack with a minimum of 4 cable clamps at splice.
7. All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060" thick. (This equates to a steel inner fender)
8. Hook point must be no closer than 44" of center line of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted center line of rear axle or behind. Hitch must not exceed a maximum of 25° angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below.

The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. No hitch supports or adjusters fastened to the rear axle housing shall be above the centerline of the rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.

9. Secondary hitch required. Minimum of 3/8" steel, located 12" below primary hitch on the same vertical plane. (You should be able to look directly through both at the same time – they need to be lined up.)

10. The turbocharger is smooth faced intake housing, limited to a maximum of 3.0" inlet, (no map ring) with all air entering through the 3.0" opening. Intake wheel must protrude 1/8th inch inside of opening.

11. Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" away from turbine wheel.

12. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.

13. Water injection is prohibited. All components must be removed from the truck.

14. Air shut off must have a cable that goes to the rear of truck operated by the sled operator and also one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter metallic ring to attach the sled.

15. Fuel Systems: Maximum of one P7100 pump (2 5/8"W x 9 9/16"L x 8 3/16"H main pump body), limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat.

16. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.

17. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.

18. Must run DOT approved tire. Maximum tire height 35", no studded tires or chains. No alteration to DOT tires allowed. Dual rear wheels are permitted on rear axle only. Maximum of 6 tires. 49

19. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of the truck. If weights are located in the bed of truck they are to be securely fastened to the bed of the truck.

20. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.

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

22. No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with automatic transmissions, refer to General Rules.

23. SFI bellhousing blankets and/or SFI blow proof bellhousing required.

24. All U-joints must be shielded 360 degrees with 3/8" thick aluminum w/1/8" steel liner or 5/16" thick steel. Shield will be 6 inches long minimum and centered on u-joint. Inside diameter of shield will be no more than 2 inches larger than u-joint.

25. All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.

26. Fire extinguisher (2.5#) or fire suppression system, Helmets-Snell 90 or better, SFI fire suits, head sock, gloves, shoes, and seatbelts required.

27. No traction control permitted.

28. All other rules may be found in 4X4 Truck and General Rule sections.