

2018 OUTLAW PULL RULES

STREET STOCK DIESEL TRUCK

- **Weight:** 8,200 lbs.
- **Batteries:** The batteries must be securely mounted and in the factory location.
- **Body:** The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. No fiberglass hoods. The hood must be closed and securely latched while the truck is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial aftermarket flatbed must be installed.
- **Brakes:** Four-wheel hydraulic brakes are mandatory and functional.
- **Chassis:** The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, tube chassis, etc. are prohibited.
- **Cooling System:** Radiators must be in stock location and be of at least stock size.
- **Compressed Gases:** Use of any compressed gases is prohibited. This includes nitrous, propane, or any other.
- **Credentials:** All drivers must have a valid state driver's license. Vehicle must have current registration and current license plates. Proof of insurance may be required.
- **Driveline:** OEM transmission and transfer cases are mandatory. They must have been an option on a one ton or smaller pickup.
- **Driver Restraint System:** The OEM restraint system is mandatory and must be worn.
- **Engine:** The engine is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck.
- **Exhaust:** All vehicles are recommended to be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender wells are prohibited. 3/8 bolts installed.
- **Fuel:** The fuel must be pump #1, #2 diesel, or soy/biodiesel. Off road fuel is prohibited. Must be commercially available fuel.

- **Fuel Injection Pump:** OEM Fuel Systems only
- **Harmonic Balancer:** All engines turning more than 3500 rpm must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.
- **Hitch:** The hitch must be a receiver style hitch. Reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle. Trick hitches are prohibited. Trick hitches will be determined by the Tech Official. The hooking point must be the rear most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be horizontal to the ground and stationary in all directions. Bumper may be notched or removed. **The hitch's height from the ground may not exceed 24 inches.** The hooking point must have a minimum of 3" x 3-3/4" inside opening for the sled hook. The hooking point must be a minimum of 44 inches from the center of the rear axle to the hooking point. The hooking point will be where the hook touches metal. That is the hooking point.
- **Interior:** A complete factory OEM interior, including dashboard, door panels, headliner, etc. is mandatory. Aftermarket seats are permitted but they must be fully upholstered. All factory controls, lights, windows, signals, wipers, etc. must be retained and in working order. The use of hand throttles is prohibited.
- **Rear End:** Non-OEM rear end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup. Rear axle bolts must be covered by a cap or shield.
- **Steering:** The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.
- **Street Equipment:** Complete headlight and tail light assemblies (all) are mandatory and must be operative and must be installed during competition. Complete OEM windshield and all other windows are mandatory. Windows must be able to operate per factory specifications; they must open or close by electric or mechanical means.
- **Suspension – Front:** The factory suspension configuration must be retained. The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory mounting points are maintained. The lower mounting point for the strut assembly may be modified for improved caster and camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Final decisions rest with the Tech Official.
- **Suspension – Rear:** An OEM style suspension is mandatory. Traction bars and devices are permitted. They must be bolted-on only; welds are permitted for attachment to the frame or axle housing. Traction bars, if installed, must have a chain or cable or some type of safety device

mounted one foot (1') from the front support to catch the bar in case of failure. All OEM suspension mounting points must be retained and used. Sway bars, limit straps, and camber kits are permitted. Compression stops may be adjustable. All rear suspension must use at least one working shock absorber per wheel. Air bag spring assist is prohibited.

- **Tires:** All tires must be DOT approved street tires. 35-inch max on single wheel trucks. Cut tires are prohibited. No chains or studs. Tires and wheels of Dually trucks must run dual single wheels on front of vehicle. Dual wheels only on factory dual wheel trucks. 33-inch tire max on dual wheel trucks (rear tires)
- **Transfer Case:** Non-OEM transfer cases are prohibited. It must have been an option on a one ton or smaller pickup truck.
- **Transmission – Automatic:** Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. All transmission lines must be metallic or high-pressure type hose. All vehicles with engines running 4500 rpm or more and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket type shield is permitted. It must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the engine block to the front of the tail housing with a minimum of six inch (6") overlap where it is fastened. All non-blanket shields must incorporate two (or one per manufacturers instruction) $\frac{3}{4}$ " x 1/8" straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI Spec 4.1. All vehicles with engines running 4500 rpm or more and using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.
- **Transmission – Manual:** Non-OEM transmissions are prohibited. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all engines running 4500 rpm or more. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles with engines running 4500 rpm or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use properly attached SFI 4.1 or 4.2 blankets that completely cover the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six inch (6") overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that the vehicle will not start in gear.
- **Turbocharger:** 2.5" stock appearing turbo with 0.200" map groove (no steps or angles, 2.5" before and after the map groove). A 2.550" slug will be used to tech the turbo to verify size. Turbo's are allowed to be interchanged from different years, makes and models as long as they

were offered from the factory on a 1-ton or less truck 6.4 Power stroke engines using the factory style twin turbos must use a stock size intake wheel on the atmosphere turbo (65mm).

- **Water Injection:** Water injection is prohibited. All system components must be removed from truck.
- **Wheelbase:** The vehicle must retain the original factory wheelbase and track width. Cab and chassis trucks may not exceed 172 inches center to center of axles. Front dual wheel spacers may be used only with accompanying positive-offset dually style wheels.
- **Weights:** Hanging weights will be permitted. No weight boxes. Suitcase weights ONLY. Weights must be on a vertical, removable mount in front of the bumper, not to extend further forward than 60" from the center of the front axle. Width of the weights is not to exceed 24". All additional weights and ballast should be securely mounted in the bed or permanently mounted to the chassis. NO LOOSE WEIGHTS IN THE CAB OF THE TRUCK.

WORK STOCK DIESEL TRUCK

- **Weight:** 8,000 lbs.
- **Ballast:** Ballast is permitted. Front hanging weight is permitted. No weights permitted in the cab of truck. No more than 60 in. from center of front axle.
- **Batteries:** The Batteries must be securely mounted can be in anywhere, but if in cab must be covered completely.
- **Body:** The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass hoods must be shielded on the underneath side with sheet metal or aluminum skin a minimum of .060 thick. The hood must be closed and securely latched while the truck is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial aftermarket bed must be installed.
- **Brakes:** Front wheel hydraulic brakes are mandatory and functional.
- **Chassis:** The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, tube chassis etc., are prohibited.
- **Cooling System:** Must have a radiator and anti-freeze

- **Compressed Gases:** Use of any compressed gases is prohibited. (Nitrous or propane or any other)
- **Driveline:** An OEM transmission and transfer case are mandatory. They must have been an option on a one ton or smaller pickup.
- **Drive Shaft Loops:** Any U-joint that is visible from the side of the truck must be shielded to contain the U-joint and end of the shaft. Recommended to be at least six inch wide u-joint shields around the rear U-joint constructed of at least 1/4 inch steel or 3/8 inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Driver Restraint System: The OEM restraint system is mandatory and must be worn.
- **Engine:** The engine is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck. Cubic Inch limit of 444 CI. Water pumps may be electric or factory. Electric cooling fans are permitted. No deck plate motors allowed.
- **Exhaust:** All vehicles must be equipped to direct exhaust upward. Hood Stacks are permitted. Two (2) 3/8 inch diameter bolts must be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as practical. This will be teched. Bolt heads welded to the pipe, or sheet metal screws to mimic this will be grounds for disqualification.
- **Fire Extinguisher System:** A fire extinguisher system is permitted, it must be securely mounted. All vehicles are recommended to have at least a 2 1/2 lb extinguisher with working gauge securely mounted within drivers reach.
- **Fuel:** The fuel must be pump #1, #2 diesel, or Soy/Biodiesel. Must be commercially available fuel. Fuel cells may be used in place of regular fuel tank. Can be mounted anywhere but the cab.
- **Fuel Injection Pump:** The fuel injection pump is limited to cylinder number specific (I.E. 6 cylinder pump on 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOPs are permitted. The P pumps that are allowed are the p3000 and the p7100. Ag governors are allowed. No Sigma or 12 cylinder pumps allowed.
- **Harmonic Balancer:** All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.
- **Hitch:** The hitch may be a receiver style hitch, reinforcements are permitted. Trick hitches will be determined by the Tech Official. The hitch must be horizontal to the ground and stationary in all directions. Bumper maybe notched or removed. **The hitch's height from the ground may not exceed 24 inches.** The hooking point must have a minimum of 3 inch by 3 3/4 inch inside opening for the sled hook and can't go above the frame. The hooking point must be a minimum of 44 inches from the center of the rear axle to the hooking point. The hooking point will be where the hook touches metal. That is the hooking point. May have drawbar type hitch. No part

of the hitch can be above the frame rails. Drawbar angle must not exceed 25° angle from the pivot point to the hook point.

- **Intercoolers:** Only air to air intercoolers are allowed. No types of water to air coolers, no spray bars or water injection allowed. No individual runner intakes manifolds allowed. (Example ZZ custom)
- **Kill Switches:** All trucks are required to have kill switch located on the back of the truck, located near the hooking point. On trucks with an electric injection fuel pumps it must have an electric shut off or disconnect for the injection pump on the back of the truck. For trucks with manual injection pumps they must have an air guillotine of the spring loaded type, no butterfly type to kill the air intake to the engine. It is recommended to have an air shut off on all trucks.
- **Rear End:** Non-OEM rear-end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup pick up. Rear axle bolts must be covered by a cap or shield.
- **Safety Equipment:** All drivers must wear a helmet, and a SFI 3.2a approved fire jacket and long pants, not necessarily fire suit pants.
- **Suspension - Front:** The factory suspension configuration must be retained. The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory mounting points are maintained. The lower mounting point for the strut assembly may be modified for improved caster and camber. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited. Must be an OEM front end housing. Final decisions rest with the Battle of the Bluegrass Tech Department.
- **Suspension - Rear:** An OEM style rear end is mandatory. Traction bars and devices are permitted, and welds are permitted for attachment to the frame or axle housing. The rear suspension may be solid. Air bag spring assist and air shocks is prohibited.
- **Interior:** Interior may be stripped with just a driver's seat and a dash. Hand throttles are permitted.
- **Tires:** The tires must be DOT street tires, 12.50X35 inch max. Cut tires are prohibited. No chains or studs. No duals allowed period. Four (4) Tires only. Transfer Case: Non - OEM transfer cases are prohibited. It must have been an option on a one ton or smaller pickup truck.
- **Transmission - Automatic:** Non - OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non - OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. A functional neutral safety switch is mandatory. Vehicle must not start in gear. All transmission lines must be metallic or high pressure type hose. All vehicles with engines running

4500 RPM or more and using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket type shield is permitted, it must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All non-blanket shields must incorporate two,(or one per manufactures instruction) 3/4 inch by 1/8 inch straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI Spec 4.1. All vehicles with engines running 4500 RPM or more and using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

- **Transmission - Manual:** Non - OEM transmissions are prohibited. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all engines running 4500 RPM or more. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles with engines running 4500 RPM or more and equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blankets that completely cover the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that vehicle will not start in gear.
- **Turbocharger:** T-4 mounting flange is the largest allowed. Turbos must be a smooth bore 2.6" turbo. No clipped wheels or step down covers. Billet compressor wheels are allowed. Inducer bore must be non-removable. All air must go through the 2.6" inducer bore. The wheel must protrude into the 2.6" bore 1/8 inch. Turbo will be checked with a 2.650 plug or internal calipers. Throat area of compressor cover may not exceed 5.5 inch diameter. The 6.4 Power Stroke engine may utilize the factory twin turbo configuration. The driver will be responsible for making turbo accessible for tech personnel to measure and inspect.
- **Water Injection:** Water injection is prohibited. All system components must be removed from truck.
- **Wheelbase:** 158" MAX wheel base unless OEM wheelbase is longer. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.

LIMITED PRO DIESEL TRUCK

- **Weight:** 8,000 lbs.

- **Chassis:** The OEM chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis are prohibited. Maximum wheelbase 158" and 102" maximum width (outside tire to outside tire.) Rigid suspension allowed. Hydraulic steering is allowed.
- **Body:** The body must be an OEM truck body, including the complete OEM floor pan and must retain complete OEM firewall. Complete bed floor, hitch is allowed to protrude thru the bed floor w/minimum amount of floor removed. No flatbeds permitted. The body must retain the full sheet metal, aftermarket steel hoods are permitted. The hood must be closed and securely latched while hooked to the sled.
- **Engine:** 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.
 - No aftermarket blocks permitted
 - 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.
 - Front of engine block can be no farther forward than 17" of center line of front axle.
 - Engine must have cable surrounding block and head. Cable must be minimum 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.
 - 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)
- **Hitch:** 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 degree angle from pivot point to hook point. 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. **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.)
- **Turbocharger:** 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. Exhaust must exit straight up, with (2) 3/8" grade 5 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. Any single turbo (3.0" and larger in diameter) must have a minimum of 1/8" cable wrapped around turbo. Cable must wrap two revolutions around turbo, clamped by a minimum of two clamps at splice, or metal collars around intake with attaching 1/8" cables to exhaust housing, or kevlar lined turbo blanket covering the intake housing.

- **Intercooler:** Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.
- **Water Injection:** Water injection is prohibited. All components must be removed from the truck.
- 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.
- **Fuel System:** Maximum of one P7100 pump, 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. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
- **Fuel:** Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
- **Tires:** 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.44
- **Weight Box:** 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.
- **Drivetrain:** Drivetrain will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.
- **Shielding:** All U-joints must be shielded 360° with 3/8"thick aluminum or 5/16" thick steel. Shield will be six (6) inches long minimum and centered on u-joint. Inside diameter of shield will be no more than two (2) inches larger than u-joint. If aluminum is used on u-joint shield, and 1/8" insert will be put inside of shield at u-joint area six (6) inches wide. 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. Trucks will have three (3) loops per shaft, evenly spaced on driveline, 3/8" aluminum or 5/16" steel thickness, two (2) inch

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

- **Transmission - Automatic:** The use of torque converters, automatic shifts, etc. will be permitted. All vehicles using an automatic transmission must have an SFI Spec. 29.1 automatic transmission flex plate. No cast iron is permitted. All vehicles using an automatic transmission will use a positive gear lockout. All automatic transmissions must have an approved safety blanket over the torque converter area. A full length safety blanket is required. Automatic transmission shield or tractor blanket must meet SFI Spec. 4.1
- **Transmission - Manual:** No cast iron clutches or flywheels permitted must, be SFI approved. SFI bellhousing blankets and/or SFI blow proof bellhousing required.
- **Fire Extinguisher:** Fire extinguisher (2.5#) or fire suppression system, Helmets-Snell 90 or better, SFI fire suits, head sock, gloves, shoes, and seatbelts required.
- **Kill Switch:** All vehicles will be required to use an air shot off switch. Air shut off must be operated from driver' seat. Air shut off will consist of cap or guillotine that closes off air into the engine. The cap or guillotine will be spring loaded. Butterfly systems not permitted.

OVTPA 510 LIMITED PRO (HOT FARM)

General Rules

- All pullers must be in the staging area when their class starts.
- When track is ready and competition director signals competitor to the track, competitor will have four (4) minutes to make a measurable distance under green flag conditions.
- All pulls must start with a tight chain.
- All pulls must start with the sled and pulling vehicle inside the boundary lines.
- All pulling vehicles must come into the competition area under their own power. Tow starting will be allowed at the track official's discretion.
- Track length will be determined by promoter and OVTPA officials.
- All tractors subject to random inspection.
- Someone capable of operating and controlling the vehicle must be seated in vehicle at all times when engine is running or being started. Engines running with no one in the seat will be cause for disqualification.
- Puller will be given 2 attempts to start the sled. A puller who does not make a pull past 75 feet will be given a second attempt. If the puller makes an attempt to stop before the sled reaches the 75 feet marker, a second attempt will be given at the starting flagman's discretion.
- Any disqualification on a first pull attempt bars a second attempt.

- A puller who experiences mechanical problems and cannot make the scheduled hook may request a mechanical drop. If the request is granted by the presiding track official, the puller will be allowed to pull at last position.
- Test Puller
- The first puller to hook to the sled in a class will be considered the test puller and have the following options:
 - Accept the pull
 - Drop the pull and pull again immediately
 - Drop the pull and come back in sixth position
 - Drop to last for mechanical breakage if visible to track official
- Any puller following a sled adjustment at the start of a pulling class will be considered a test puller.
- All decisions on re-pulls must be made before the competitor and pulling vehicle leaves the track area. Track area is defined as 50 feet in any direction from the pulling surface.
- Contest malfunction
- In the event of a contest malfunction, the affected puller and/or pullers will be allowed to:
 - Re-pull immediately
 - Drop five (5) positions
 - Drop to end of class
- All decisions on re-pulls will be at the presiding track official's discretion.
- Pull Offs
 - A pull-off will be run in the same order as the official class. There will be no dropping positions in a pull-off.
 - All pullers will be given 2 attempts to pass the 75 feet marker in a pull-off.
 - If a contest malfunction occurs in a pull-off situation, the affected pullers will be allowed to drop to last position.
 - If a pull-off is not run on the same sled, the same track, or the same day, the first puller will be treated as a test puller.
 - If a puller disqualifies for any reason in a pull-off, the puller will be given last place in the pull-off.
- Rain
- Any class not completed for any reason will be treated as a rain out.
- If class not completed, all points and monies will be divided equally among the competitors in that class.
- The promoter and OVTPA officers will decide if and when a rainout occurs.
- Disqualification
 - The following are classified as unintentional disqualifications:
 - Out of bounds, described as any part of the pulling vehicle touching the white boundary line
 - Loss of weight under green flag
 - Loss or failure of safety equipment or equipment belonging to vehicle under the green flag
 - Loss of excessive liquid
 - The following are classified as intentional disqualifications:
- Unsportsmanlike Conduct - Any competitor or crewmember displaying unsportsmanlike conduct at any OVTPA sanctioned event, whether verbal or physical, will be reason for that team's loss of points and purse for the event where the actions take place. Any second offense, after official

notification in writing by OVTPA officers, will be cause for the competitor's and team's suspension for up to one year and ten days from date of infraction.

- Illegal equipment
- Leaving the starting line under red flag
- Excessive argument with track official
- Deliberate delay on event
- Attacking of official
- Intoxication of driver
- All pullers are to be careful in pit areas and on or off track (watch spectators and /or families of pullers). Any unsportsmanlike conduct and/or language on track or in pits are unacceptable and will not be tolerated. A grievance committee will be set up to handle problems if they arise.
- Fuel and Water
- Fuel is deemed illegal if dialectic meter measures above 100.
- Water is deemed illegal if it ignites.
- First offense of illegal fuel or water results in loss of points and prize money at event.
- Second offense of illegal fuel or water results in 366 day suspension of pulling with OVTPA.

General Class Rules

- New or questionable entries must be approved by OVTPA officers.
- Puller must be an OVTPA paid member or pay one-time hook fee of \$50.00 per pull.
- Any contestant under 18 years old must have written consent from parent or legal guardian. Minimum age for competition is 16 years old and OVTPA officers must approve a minor driver. A parent or legal guardian must be present at the pull.
- All pullers must be in the staging area and officer at event has to know you are present before the class starts to pull or have officer's approval to pull class and not be in arena after class starts.
- In case of being late, late driver must contact an officer at event.
- Late driver must be signed up by paid association member.
- Puller must be a paid member before season or first pull to run for points, unless OVTPA officers decide otherwise.
- All OVTPA officers' decisions are final. Class rules are regulated by association, not fair or fair board.

Air Shut Off

- Tractor must have a cable operated engine air shut off device. Device must prevent the engine from building boost.
- Cable for the device must run to the rear of the tractor. A 2 inch ring or equivalent must be attached at the end of the cable for the sled kill switch.
- Cable with 2 inch ring must be mounted within 6 inches on either side of the center of the drawbar and in clear view.

Brakes

- Tractor must have working rear brakes.

Chassis, Frame, and Sheet Metal

- Tractor must have wide front axles.
- Front wheels must track within the rear wheels.
- Tractor must be stock appearing.
- Maximum 114 inches wheelbase.
- Maximum 13 feet from center of rear wheel to forward most point including weights and excluding toe hitch.
- Tractor that utilize tube ladder type frame must be covered on outside with steel or aluminum 0.060 in thickness.
- Sheet metal can be upgraded and downgraded but must meet safety approval of OVTPA officers.
- Sheet metal to be stock length with a tolerance of + or – 8 inches.
- Tractor must have stock transmission housings or manufacturer’s replacement and stock final drive or manufacturer’s replacement.
- OEM engine blocks cannot be modified externally, except for normal repair or mounting of fuel injection pump.
- Tractor must have neutral start switch.
- No 4 WD model tractors are eligible as an entry.
- Steering wheel must be detachable or tilt steering wheel.
- Tractor must be equipped with a floorboard.

Class Weight

- Maximum weight permitted is 9,500 lbs.

Clutch and Flywheel

- Clutches must be covered with a safety blanket from the back face of the bell housing to the rear of the engine.
- Tractor required to have an approved bell housing blanket that meets the following specification: 20 ply ballistic nylon or 20 ply Kevlar style 713 belting construction. At least seventeen (17) inches wide and long enough to go around the bell housing with 6 inches of overlap, secured with a 2 inch wide nylon web straps, with a steel “d” ring on one end and sewn the length of the blanket, except overlap area and long enough to pass back through the “d” ring and to be tied in a saddle cinch and with four 2 inch nylon webs retaining strips, each at the front and back of blanket.
- Flywheels are to meet SFI specification 1.1 or SFI specification 1.2 steel plate or steel billet flywheel.

Computers

- No computers allowed that would control any mechanical operation of the competing vehicle.

- No electronic fuel injectors or metering devices will be allowed.

Drawbar

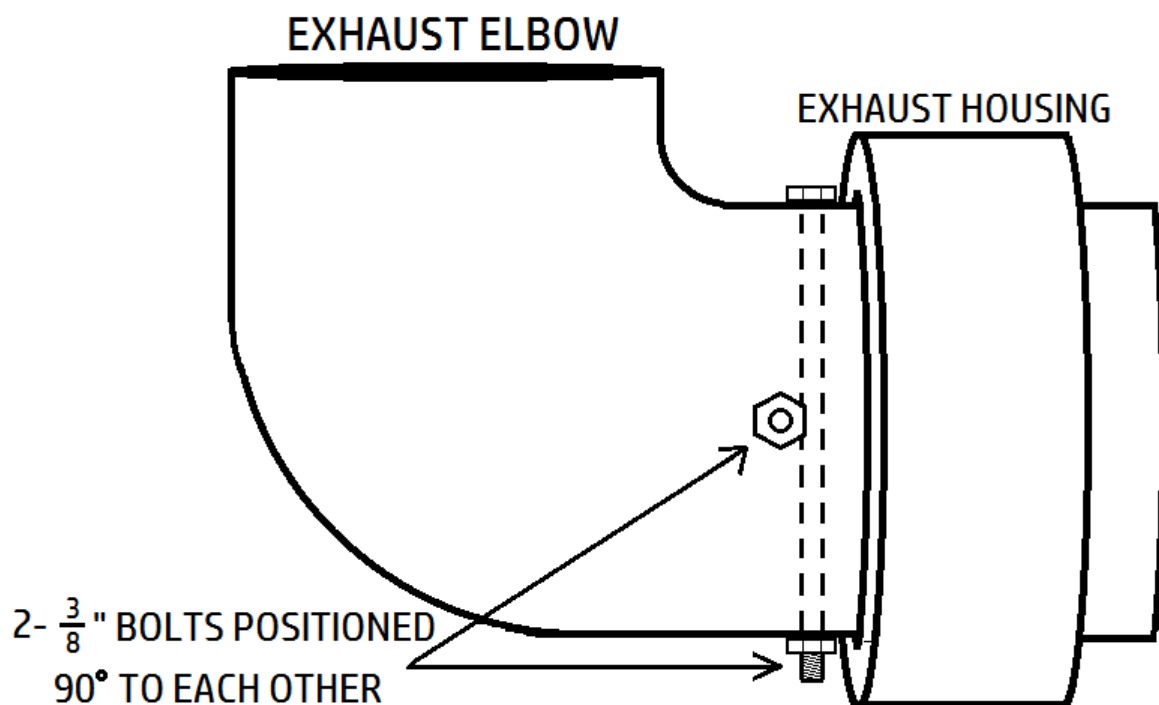
- Drawbar must be a minimum of 18 inches behind the center of the rear axle.
- Maximum of 20 inches in height.
- Hitch dimensions: 1 inch minimum and 1.5-inch maximum thickness, with a 3 inch by 3.5 inch inside diameter hole. Maximum distance from hook point to the end of the drawbar not to exceed 1.5 inches in length and must be painted white.
- Drawbars must be rigid with no movement allowed.
- Drawbars shall be constructed so that in the event of drawbar breakage, the drawbar supports do not pull from a top link or brace above the centerline of the rear axle of the tractor.
- A second hitch is recommended.
- Drawbar must measure from 0 to maximum 15 degrees up angle on level surface to be legal.

Engines

- 510 cubic inch limit (+ or – 1 percent)
- OEM or factory replacement head for make of tractor being entered. Two valves per cylinder. Must measure within stock physical outside dimensions height and width.
- Manifolds
- Intake manifold maximum inlet size is 3.75 inch measured on the outside diameter. One inlet pipe only.
- One-inch maximum spacer block allowed between intake manifold and engine head.
- Engine not allowed to cross manufacturer's line (ie, International head on John Deere block is not allowed).
- No intercoolers allowed.
- OEM or factory replacement block for make of tractor being entered.
- A minimum 3/8-inch cable that will surround the engine block and head. This cable must be placed between the first and second cylinder through exhaust manifold port area. The cable must have 2 clamps on the splice and approximately 4 inches of slack around the motor.

Exhaust

- Exhaust headers are allowed.
- Exhaust must discharge vertically.
- Exhaust must have two 3/8-inch bolts, grade 5 minimum, positioned in the exhaust tube 90 degrees to each other and within 1 inch of each other. Must be as close to exhaust wheel as possible; must be in straight part of horizontal exhaust pipe.



Fenders

- Tractor must have fenders. Fenders must support the weight of the driver.
- Top of the fenders must extend no less than 6 inches over the top of the tire.

Fire Extinguishers

- Tractor must be equipped with a minimum of a 2.5 lb. dry fire extinguisher that must be located within easy reach of the operator. Extinguishers must be fully charged.

Fuel

- Diesel fuel only. No nitrous oxide, no alcohol, no nitro methane, no propane,
 - no oxygen carriers and no combustion accelerants unless OVTPA approved.
- Biofuel allowed but dielectric meter readings must be 100 or less.
- Dielectric meter calibration value is zero (0).

Injection Pump

- P-series pump or smaller
- Only one plunger per cylinder
- A 3-way dump valve is required ahead of the injection pump. This valve is to be operated by a cable on the dash.

Points

- The following is the OVTPA point's structure:

▪ 1st place	– 50 points	8th place	– 36 points
▪ 2nd place	– 48 points	9th place	– 34 points
▪ 3rd place	– 46 points	10th place	– 32 points
▪ 4th place	– 44 points	11th place	– 30 points
▪ 5th place	– 42 points	12th place	– 28 points
▪ 6th place	– 40 points	13th place	– 26 points
▪ 7th place	– 38 points		
- All remaining competitors will receive 25 points respectively, if a measurable distance has been made under green flag conditions. If competitor does not make a measurable distance, competitor will receive 15 points.
- A member who comes to a pull equipped to participate but, for whatever reason, is unable to participate in pull contest will receive last place points and last place prize money.
- An unintentional disqualification will receive 15 points and last place prize money.
- An intentional disqualification will receive no points and no prize money.
- If, at the end of the season, points race results in a tie, the highest amount of first place finishes will determine an overall points winner.

Protest

- Protester shall present the OVTPA officers with a completed and signed protest form within 5 minutes of end of class along with the fees that apply to the item being protested. Only one item per protest.
- All protest fees must be in cash.
- The protested party reserves the right to have the protest conducted at a shop of his choice within 50 miles, if the protest cannot be performed at the event (ie, checking for cubic inch).

- Protester can only protest if he or she will better their finishing position.
- If protested vehicle is found legal:
- Protest fee other than tech official fee(s) is forfeited to person found legal.
- If the protested vehicle is found illegal:
- The protested party will be disqualified from the class and forfeits all points and prize money from the event.
- The protested party will not be allowed to return until the infraction is fixed and passes a secondary inspection by OVTPA officers.
- Second illegal offense will result in a 366 day suspension.
- Protest fee other than tech official fee(s) is returned to protester.
- A major violation will result in permanent suspension. Major violations are:
- Over 516 cubic inch
- Pressurized container
- Deliberate attempt to cheat
- OVTPA Tech Officials reserves the right to check any tractor that is pulling in an OVTPA event. Denial of puller and/or owner to allow official to tech a vehicle will be determined as illegal vehicle and not allowed to pull until vehicle is allowed to be inspected by an official. If vehicle leaves fair grounds refusing to be checked, tractor and driver are banned for life.
- If OVTPA Tech Official is protested party, he/she may not participate in inspection of his/her own tractor.

Protest Fees

- Protester responsible for the following protest fees:
- No tech fee for on-site protest(s); \$100 tech fee in addition to other protest fee(s) for off-site protest(s).
- \$75.00 to check water. Water must read 1.0 on hydrometer, must not burn with torch, and must freeze at 32 degrees.
- \$150.00 to check turbo
- \$500.00 to check cubic inch by removing oil pan
- \$1,000.00 to check cubic inch by removing head
- \$100.00 to check any other protested item
- If a second tech official is desired by either protester or protested party, that party is responsible for the additional tech official's fee.

Safety Equipment

Stabilizer Bars

- Stabilizer bars are required (no wheels allowed).
- The stabilizer bars cannot be bolted, welded, etc. to the drawbar in any way.
- Stabilizer bars must extend a minimum of 32 inches rearward from the center of the rear axle.
- The skid pads cannot be more than 10 inches off the ground.
- A minimum of 20 inches is allowed between the skid pads.
- Minimum size of skid pads is 5 inch x 5 inch square.
- Stabilizer bars must be able to support the weight of the tractor.

Front Skies

- Front-end skies are required.
- Front skies must support the weight of the tractor.
- Skies must be mounted in-line with the frame rails and skies' material must be equal in strength as frame rail material.
- Skies must be centered under the front axle, securely mounted, and braced to the chassis.
- Ski plates' surface to be a minimum of 4 inches wide and 12 inches long with a minimum 6 inch curve when measured from the front most part of the rolled edge.
- Maximum ground clearance is the bottom of the wheel rim not to exceed 4 inches when the front tires are in normal operating position.
- Skies not to these specifications must be approved by the OVTPA officers.

Roll Cage

- Roll cage is required to meet SFI 47.1 specification.
- 5-point SFI harness is required.

Fire Suits

- Driver must wear a full-face helmet, Snell rating of 90 or higher.
- All drivers are required to wear fire protective clothing consisting of a driver's suit (jacket and pants), fire resistant shoes and gloves.

Tie Bars

- Tie bars must be mounted to the rear axle housing with at least four axle housing bolts, extend forward of the fly wheel area, and fasten to the side of the block or main frame with at least two 5/8-inch bolts or a one-piece frame extending from front of tractor to rear axle housing mounting bolts.

Shields

- Tractor must have a deflection shield on both sides of the engine, (0.060 inch thick steel, aluminum, or lined fiberglass) and cover the entire engine.
- Engine fans must be shrouded. Electric fans only.
- Crankshaft balancer must be shielded.
- Tractor must have firewall to protect the driver in the event of flash fire.

Tires

- 20.8 x 38 cut tires (double cuts are allowed)
- No rims size larger than 38 inches in diameter.

Throttle

- Throttle lever must be spring installed such that if the throttle lever is released the engine returns to idle (ie, dead man throttle).

Turbo

- Intake housing must measure no larger than 3 inch at face of wheel and exhaust housing must measure no larger than 3.5 inch at face of exhaust wheel.
- No waste gates
- Compressor wheel must rotate within the bore.
- No additional openings in compressor housing outside the 3-inch opening.
- MWE groove is allowed a maximum width of .200. MWE groove must be inside neck area where intake covered is measured at 3 inches.
- Tractor is limited to one pressure stage and allowed only one air-compressing device.

Water Injection

- High-pressure water injection is allowed in crossover pipe and ported water is allowed in the intake manifold only.
- No water injection allowed in the head.
- No forms of alcohol allowed.
- No ice in or on tractor while on pulling track or staging area.
- If water will ignite, it will be deemed illegal.

Weights

- All weights must be safely secured.
- Weights must not interfere with the drawbar, chain, or kill switch.

OUTLAW TRUCK

- **2WD Trucks:**
 - **Weight:** 6,200 lbs.
 - **Hitch:** Hitch point must be clear and visible for hook and unhook of sled chain. Drawbar must be mounted solid to frame and rigid in all directions. Drawbar must be parallel to the ground. **Hitch height not to exceed 30 inches.** Pulling point can be no more than 1 1/2 inches from back of drawbar. Hitch length can be no shorter than 18" from hook point to center of rear axle, measured horizontally. No cable, chain or clevis allowed in hitching device.
- **4WD Trucks:**
 - **Weight:** 7,500 lbs.

- **Hitch:** Point of hook to centerline of rear axle shall be no less than 30% of vehicles wheelbase. **Hitch height not to exceed 26 inches.** Drawbar must be mounted solid to frame and rigid in all directions. Pulling point can be no more than 1 1/2 inches from back of drawbar. No cable, chain or clevis allowed in hitching device. If bed is too long it may be cut to accommodate 30% drawbar. Hitch point must be clear and visible for hook and unhook of sled chain.
- **Safety:**
 - **Kill Switches:** All vehicles will be required to use a kill switch. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled. A tie strap will be used during tech to show vehicles have been teched. A 1/4" hole will be used to securely hold tie strap just above the kill switch. Only if tie strap is broken, decided by head track official, will competitor be given opportunity to pull again. A white safety light is required to indicate that competition vehicle is in neutral during process of hooking or unhooking from sled. An additional reverse light, is highly recommended, amber in color will illuminate when vehicle is in reverse. Kill switches on diesel motors will have the following: Air shut off must be operated from driver' seat. Air shut off will consist of cap or guillotine that closes off air into the engine. The cap or guillotine will be spring loaded. Butterfly systems not permitted.
 - **Turbocharger:** All turbochargers mounted outside normal engine shielding will be shielded in .060" steel. All intercoolers mounted outside of normal engine shielding will be .060 18 aluminum. All truck turbocharged engines should have; 2- 5/16 Grade 5 bolts, installed 90° to each other within one inch of each other and within 4 inches from exhaust housing flange. 4. Any single turbo (3.0" and larger in diameter) must have a minimum of 1/8" cable wrapped around turbo. Cable must wrap two revolutions around turbo, clamped by a minimum of two clamps at splice, or metal collars around intake with attaching 1/8" cables to exhaust housing, or Kevlar lined turbo blanket covering the intake housing. All turbocharger alcohol engines shield sparkplugs with minimum of .125 steel or aluminum within two inches any direction of centerline of sparkplug.
 - **Shielding:**
 - Shielding on v or y type engines must be from the base of the head to two (2) inches below the crankshaft throw. Frame may be used as all or part of the shield provided it is solid and covers the required area.
 - Shielding on in-line engines will run from hood to two (2) inches below crankshaft throw. Shield must be complete, no holes accepted. Shielding must extend complete length of block and be securely fastened.

- All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060 inch thick. Starters, exhausts, fuel pumps, etc., will not be considered as part of the shield.
- All side shields must be solid. Shielding will be made of a total of .125" aluminum or .090 steel minimum of inch thick. 5. Engine fans must be completely shrouded with steel 1/16" or thicker. Electric fans excluded.
- All automotive engines equipped with a harmonic balancer must have balancer that is SFI Spec 18.1 and carry SFI identification.
- All supercharger drive components will be shielded on top and sides with .060" steel or 1/8" aluminum. Side is defined as to the centerline of bottom pulley. Shield should be wider than drive components.
- All vehicles using an automotive type supercharger will use aluminum blower studs, SEMA specs 6061 T-6 to secure blower to intake manifold. Blower straps meeting SFI Spec 14.1 or high quality nylon braided straps are required at all events.
- Loops on all driveline must be round. All U-joints must be shielded 360° with 3/8" thick aluminum or 5/16" thick steel. Shield will be six (6) inches long minimum and centered on u-joint. Inside diameter of shield will be no more than two (2) inches larger than u-joint. If aluminum is used on u-joint shield, and 1/8" insert will be put inside of shield at u-joint area six (6) inches wide.
- All vehicles with planetary rear ends will have the drive line totally enclosed with 5/16" steel or 3/8" aluminum. The inside diameter will not be larger than two (2) inches larger than the largest universal joint. No more than 1/4" of driveline will be visible. Bolts holding shield together will be 3/8" grade or better, bolted every two (2) inches or closer.
- All other vehicles not using planetary rear ends will have loops 360° around driveline two (2) inches away from driveline, made of 3/8" aluminum or 5/16" steel, and spaced every 36 inches. 5. Maximum length of driveline on a modified tractor is 48 inches.
- 4X4 trucks will have three (3) loops per shaft, evenly spaced on driveline, 3/8" aluminum or 5/16" steel thickness, two (2) inch maximum away from driveline. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8 "aluminum or 5/16" steel, 1/4" of shaft may be visible.

- **Fire Suppression:** All pulling vehicles are required to have a minimum of 2.5 lb. fire extinguishers which are fully charged. Extinguishers must be within reach of driver.
- **Seatbelts:** Seatbelts must require 16.1 SFI Spec on all driver restraint assemblies and be worn during competition.
- **Batteries:** No batteries are allowed inside cab of the vehicle unless they are in a marine battery box and secured to the vehicle frame. Shielding is required for battery posts that are exposed. 5.
- **Throttle:** All vehicles will have a dead man throttle that will automatically return to the closed position. Throttles will work in a reverse to forward motion, reverse being closed. All vehicles using a foot throttle must use a toe strap.
- **Starter:** All vehicles must have a starter interrupter switch that will allow starter engagement only in neutral or park position on a transmission gear selector for mechanical reasons during the season.
- **Automatic Transmission:** The use of torque converters, automatic shifts, etc. will be permitted. All vehicles using an automatic transmission must have an SFI Spec. 29.1 automatic transmission flex plate. No cast iron is permitted. All vehicles using an automatic transmission will use a positive gear lockout. All automatic transmissions must have an approved safety blanket over the torque converter area. A full length safety blanket is required. Automatic transmission shield or tractor blanket must meet SFI Spec. 4.1. All vehicles using an automatic transmission must have a positive gear lockout.
- **Neutral Safety Light:** All pulling vehicles must have a neutral safety light. A) A white light automotive quality, a minimum of 2 inches in 22-inch diameter, must be mounted within 30 inches of hooking point. And within 6 inches of center line. B) A light in the driver's compartment must be operated off the same system. C) Both lights and the starter interrupter switch will be operated off of the shifter lever. D) A neutral light should illuminate when vehicle is in the neutral position. Lens color should be clear.
- **Clutch:** All engines using a clutch flywheel assembly will run a full block saver plate. Material being 1/4 aluminum or 3/16 steel minimum. All automotive type engines using a clutch will use a 1/4" inch, one piece SFI 6.1, 6.2, 6.3 containment bell housing. One cooling hole will be allowed in the bell housing, one (1) inch maximum diameter. Hole must not be in explosion area of bell housing. No welding will be allowed in the explosion area of the bell housing. No chemical milling permitted. There will be five (5) 3/8" bolts or four (4) 1/2" bolts to secure bell housing to transmission. All inspection maintenance holes must be no wider than 8 1/2" inches and the ends of the holes shall

be smoothly and fully radiused to produce an oval shape. Four (4) 3/8 grade 5 or better bolts are required, in the top half of bell housing to block. Six (6) evenly spaced grade 5 or better bolts are required on bottom half of bell housing. No cast iron clutch components or flywheels will be permitted. Billet steel, aluminum, SFI 1.1 or SFI 1.2 flywheels will be accepted. Clutches, flywheels and related components must be mounted to engine on vehicles using automotive type engines.

DETAILED PAYOUTS

CLASS	ENTRY	WINNER		TOTAL
Outlaw Truck	\$150	\$7,500		\$7,500
OVTPA Hot Farm	\$50 per night	\$400 per night	\$1,600 OVTPA payout per night	\$4,000
Limited Pro Truck	\$100	\$3,500		\$3,500
Work Stock	\$75	\$3,000		\$3,000
Street Stock	\$50	\$2,000		\$2,000