

HBA Truck Pull

RULES & REGULATIONS -STREET LEGAL FARM TRUCK

Due to the complexity of modern engines, we are asking for honesty among the drivers. DO NOT argue about rules, you may be asked to leave. We reserve the right to inspect the truck after the act of pulling.

AUGUST 11th PULL:

Hook fee - \$30.00

Pay out – 1st - \$500.00 2nd - \$200.00 3rd - \$100.00

HBA PULLS ONLY:

Driver with pulling truck – allowed free admission at entrance gate

All others in vehicle must pay \$15.00 per person admission

SAFETY - Safety in the utmost concern with persons involved. Watch out for spectators, children and other pullers at all times.

NO HOT RODDING in pit area or driving on and off the track. Please use lights when driving in the pit area and parking lights when in staging area waiting to pull. **NO ALCOHOLIC BEVERAGES ALLOWED**. You will be disqualified and asked to leave. Please ask for rules before you pull and ask questions if you do not understand them.

TRUCK - You must have DOT certified truck tires; no tractor or skid steer tires will be allowed. Trucks must have front and rear bumper. Tinted window on driver's side must be rolled down. Recommended for 2011 but mandatory by 2012 all modified trucks (gas and diesel) must either have a transmission blanket (auto) or SFI approved bell housing (manual). Removing of headlight is not allowed.

HOOK FEE - There will be a hook fee of \$30.00 per hook. You will be allowed to hook twice per class with the same or different driver as long as each hook is paid. The truck can only place once per class to discourage "truck domination."

DIVISION CLASSES - Classes will be distance pull hooked to a weight transfer sled. Trucks will fall into the following divisions: Small Block Stock (SBS), Small Block Modified (SBM), Big Block Stock (BBS), Big Block Modified (BBM), Street/Farm Stock (SSD), Work Stock (WS), 2.5- 4x4 Diesel, Diesel Outlaw (open) (DO), Semi Stock Diesel.

DRIVER REQUIREMENTS – Drivers must have valid driver's license. No more than 2 drivers per truck per class. Drivers must be experienced with the truck that they are pulling. Driver must look at the flagman for signals. Truck will be red flagged when forward movement of truck is stopped. Driver must wait till chain is tight before pulling and must not jerk the sled. No more than one person allowed inside vehicle while pulling. Driving

TRACK RULES - Left and right out of bounds will be established at the drivers meeting. If any tire of the pulling vehicle touches or goes out of bounds, you will be disqualified. There is a 75' rule and first puller must take their hook unless there is a change in sled. Please enter and exit track area at a safe speed. Track officials will direct you when to enter the track, hooking the sled and when to exit.

TRUCKS - All trucks must be tech, weighted and check hitch height before pulling. After hook is complete truck must pull across scales to check weight and hitch height or you will be disqualified.

CONDUCT - If there is participant or spectator that has a disagreement, the pull officials will settle the point. If there is further disagreement or harassment, incompatible will be asked to leave without compensation by the pull officials.

PROTEST PROCEDURE - Any driver wishing to protest a truck must be in the same class. The protester must ask a pull official to look at the subject truck for a ruling. Protest should be done before pull. There will be a \$50.00 fee. Fuel will be checked by specific gravity at the clubs discretion or by protest. It's the pullers responsibility to know and to provide to the tech official the type, name and number of the fuel that is being used in the truck for a base for comparison.

STOCK SMALL & BIG BLOCK CLASSES (SBS & BBS)

SMALL BLOCK – Maximum weight of vehicle including driver 6500#

BIG BLOCK – Maximum weight of vehicle including driver 7000#

1. Must pull 16' vacuum at 800 RPM. Access to vacuum port must be easily reached by technician.
2. May use aftermarket intake, carburetor, or exhaust. No aftermarket fuel injector systems, turbochargers, and superchargers. Only one carburetor or one throttle body injection allowed. Must have mufflers. No aluminum cylinder heads other than late model OEM and other components must be OEM.
3. Must run on pump gas only, no alcohol, no NOS, no E-85, or oxygenated fuels.
4. No blocking or use of air bags on rear axle allowed, suspension must have some give. Traction bars allowed.
5. Must have DOT approved tires.
6. May use truck box to tool bodies on back of truck.
7. May have farm tank but it must be empty and must be secure for safety reasons.
8. May not strip parts off truck to get into class except toolbox, tailgate, spare tire and farm tanks.
9. Must have front and rear bumpers.
10. Hitch may not be tucked under truck bed, must be Reese style receiver, cannot hitch to bumper unless bumper is made to be Reese style receiver. Hooking to cushion hitches is allowed. Hook point must be minimum 50" from the center of the rear axle and maximum 24" high from the ground. Must have 3 1/2" or bigger opening. Straight clevises will be measured from the center of the clevis. Clevises must be in a horizontal position, no twisted clevis.
11. Weight can only be added to truck box behind the cab and must be secure and not sliding around back of truck.

MODIFIED SMALL & BIG BLOCK CLASS (SBM & BBM)

SMALL BLOCK - Maximum weight of vehicle including driver is 6500#.

BIG BLOCK - Maximum weight of vehicle including driver is 7000#.

1. Use of aftermarket intake, carburetor, heads, or fuel injection systems are allowed. Must have OEM engine block. Only one carburetor or one throttle body injection allowed. No superchargers or turbochargers. Exhaust must exit under the body of the truck, open headers allowed. Engine must be located in factory position.
2. Fuel cells are allowed. Use of race gasoline is allowed. No **oxygenated fuels, alcohol fuels, E-85**, or mixing of fuels are not allowed.
3. Blocking of rear axle is allowed. Front and rear suspension must have factory configuration and location. Axles may be replaced with and up to one ton components. Traction bars are allowed. Truck must have original wheel base for year and model of truck.
4. Weight can be added to truck box behind cab and must be secure and not sliding around back of truck. Hanging of weights in front of truck is allowed, must be secured properly. The farthest most point of the weights must not exceed 60" from center of front axle.
5. Must use OEM box, cab, and sheet metal for year and model of truck. No gutting of any part of the truck. Fiberglass and OEM hoods are allowed. Hood scoops are allowed, maximum height of 6" per DOT regulations.
6. May not strip parts off truck to make it in weight class except tool box, tailgate and spare tire.
7. May have farm tank but must be secure and empty- for safety reasons.
8. Must have front and rear bumper or rear bumper stops.
9. Hitch must be mounted at the rear of truck frame. Hook point must be a minimum of 50" from the center of the rear axle and a maximum of 24" hitch height. Tucked hitches with a hook point of 50" to 30" from the center of the rear axle must have a maximum hitch height of 18". Tucked hitches with less than 30" from the center of the rear axle must have a maximum of 15". Hook point must have a 3 1/2" opening. Straight clevises will be measured from the center of the clevis. Clevises must be in a horizontal position, no twisted clevis.
10. Must have DOT approved tires.

11. Must have ignition tether switch located at rear of truck, easily reachable for sled operator. The hook point of the tether must be a steel ring to avoid tether failure.
12. **Drive shaft loops and u-joint covers required, with a minimum thickness of 3/16" of steel.**

STREET STOCK 4x4 DIESEL TRUCK #8250 (SSD)

This is for the average daily driven truck, with minimal work done to improve sled pulling capabilities.

ENGINE:

Stock engine for make of truck.

Stock drivetrain for make of truck up to 1 ton.

Stock Turbo for make of truck, 6.4l Powerstrokes allowed to run factory compound turbo setup

No billet wheels, machined housings, or modified "stock" chargers.

Aftermarket air cleaner/intake allowed.

All programmers allowed.

Aftermarket exhaust allowed: Exiting in stock location. **MUST TURN UP OR DOWN**

No nitrous, water or propane injection.

SUSPENSION:

No metal suspension bracing or stops. Timbren bushings and air bags allowed, bags must be aired down.

Traction bars allowed

Single rear wheel pickups may only run single wheels. No aftermarket duals. Max 35" DOT tire height.

No hanging weights/no brackets.

Snow plow brackets and brush guards allowed.

Any added weight must be in bed and secured. No weight in cab of truck.

Trucks not meeting weight requirements without added weight will be granted access into class, trucks above weight will be checked over.

26" hitch height. Reese style hitch-receiver, No drawbar style hitches, No pulling off bumper, No Clevis.

Receiver pins only no Bolts.

Farm tanks, toolboxes and other items within the bed of the truck must be secured and not free to move around during process of pulling.

Work Stock 4x4 Diesel #8500 (WSD)

All trucks must have at least six (6) inch wide u-joint shields around all u-joints on rear drive shaft constructed of at least 1/4" steel or 3/8" aluminum that will safely contain the u-joints and the ends of drive shafts. Any u-joint on the front axle visible from front or side of truck must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle. A new puller may be granted a one-time waiver.

MUST have upward facing exhaust, exiting behind the cab of the truck, turn up on stock location. **NO** hood stacks

MUST have OEM transmission and transfer case, up to 1-ton components

OEM stock appearing turbo housing, S300 footprint, under 2.5 inducer size. 6.4l allowed to run factory compounds as long as atmospheric charger meets rules for class.

Billet, Batmo-wheels allowed

Single tire DOT truck, 35" max, factory duals allowed

Single pump

Programmers and traction bars are allowed

Hanging weight is allowed in this class- added weight **MUST** be secured and **NOT** extend more than 60" from center of front wheel. **NO**

WEIGHT INSIDE CAB, NO weight boxes

Reese style hitch/receiver- **NO** drawbar style hitches, **NO** pulling off of bumper, **NO** clevis

Receiver pins only- **NO** bolts

26" hitch height

3.5" hole in hitch opening
Kill switch is recommended but not required @ rear of truck
Rear end factory suspension, consisting of up to 1 ton components, may be blocked
No NOS, propane, or water injection

2.5 4x4 Diesel #8000 (2.5)

COTPC Rules adopted:

Ballast: Hanging front weights are permitted. If used, ballast must be securely fastened. Weight or weight bracket must not extend more than 60 inches from the center line of the axle. Weight boxes are prohibited. Final decisions rest with the technical department. Weights and brackets must be removable by hand.

Batteries: The Batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

Body: The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed pickup bed or commercial style aftermarket bed must be installed. No flat beds are permitted. Brakes: Four-wheel hydraulic functional brakes are mandatory. Fully functional factory 4-wheel

Chassis: The OEM chassis is mandatory. The engine must be in the OEM location. 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

Credentials: All drivers must have a valid state driver's license.

Driveline: An OEM transmission and transfer case are mandatory. They must have been an option on a one ton or smaller pickup.

Driver Restraint System: The OEM restraint system or SFI 5-point harness is mandatory and must be worn.

Driveshaft Loops: All trucks must have at least six (6) inch wide u-joint shields around all u-joints on rear drive shaft constructed of at least ¼ steel or 3/8 aluminum that will safely contain the u-joints and the ends of drive shafts. Any u-joint on the front axle that can be seen from front or side of truck must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle. A new puller may be granted a one-time waiver.

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 444CI. Block must circulate coolant freely. No hard-filled blocks. Water pumps may be factory or electric powered. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine "V" belt. Electric cooling fans are permitted. No individual runner intake manifolds. (Example: ZZ-customs). Belt driven alternator. No deck plates.

EXAMPLE: NO HAMILTON HEADS FOR THE CUMMINS AND NO BRODIX HEADS FOR THE DURAMAX.

Exhaust: All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the fender well and hood are prohibited. 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 possible. 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 must have at least a 2 ½ lb. extinguisher with working gauge mounted within driver's reach.

Fuel: The fuel must be pump #1, #2 diesel or Soy/Biodiesel. Fuel must be commercially available. A fuel cell may be used in place of the factory fuel tank, but must be mounted in factory location or securely mounted in bed.

Fuel Injection Pump: The fuel injection pump is limited to cylinder number specific (i.e. 6 cylinder pump on a 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOPs are permitted. 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 must be a REECE receiver- style hitch. Reinforcements are permitted. Reinforcements must not extend forward of the center line of the rear axle and must remain inside the frame rails. 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 inch by 3 ¼ inch 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 end of the hole where the hook touches metal to be pulled from, this is the hooking point.

Intercoolers: Factory style or aftermarket air to air replacement only in stock location. **Water to air coolers are prohibited. ** Any means of cooling the air before the engine, except the air to air cooler is prohibited. **NO USE OF ICE OR WATER**

Interior: A complete interior, including dashboard and door panels is mandatory. Aftermarket seats are permitted, they must be fully upholstered. The use of hand –throttles is permitted. After market gauges are allowed.

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. Kill switch failure will result in disqualification.

Nitrous Oxide/Propane: Nitrous Oxide is prohibited. No other oxygen extenders are allowed. Propane is prohibited. All system components must be removed from the truck. No pressurized bottles.

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 with a cap or shield.

Steering: The vehicle must retain the full, original OEM, factory 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 taillights assemblies are mandatory and must be operative, except the right front headlight may be removed for air inlet to engine. Complete OEM windshield and all other windows are mandatory. Driver window must be able to operate per factory specifications. They must open and close via electrical or mechanical means.

Suspension - Front: The factory suspension configuration must be retained. Modifications to the front suspension that would alter the original location (i.e. moving it forward or backward) is not permitted. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.

Suspension - Rear: An OEM style suspension is mandatory. Traction bars and devices are permitted, they must be bolt 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 (1) foot from the front support to catch the bar in case of failure. Control arms may be strengthened or replaced, providing all original mounting points are retained and used. Sway bars, lower tie bars, limit straps, and camber kits are permitted. The rear suspension can be solid with a removable block. Air bag spring assist and air shocks are prohibited.

Tires: The tires must be DOT street tires. Cut tires are prohibited. The vehicle must retain the original factory wheelbase and track width. 35 inch max x 12.50. No chains or studs. Single tires. No Duals.

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. The transmission must have been an option for a one ton or smaller truck. 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 automatic transmissions must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket type shield must be used and appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the engine block to the rear of the tail housing with a minimum of six (6) inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1.

Transmission - Manual: Non - OEM transmissions are prohibited. The transmission must have been an option on a one ton or smaller truck. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all engines. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All transmissions 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 blanket that completely covers 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: S-4, GT 42, HX 50 and turbo of this type is the largest turbo allowed. T-4 mounting flange is the largest allowed. No clipped wheels or step down covers. Billet compressor wheels are allowed. A single .200 inch MWE groove maximum allowed. Inducer bore must be non-removable. All air must go through the 2.5 inducer bore and MWE groove. The wheel must protrude into the 2.5 bore 1/8 inch.

2.6 smooth bore Turbocharger will be allowed in this class.

6.4 Power strokes will be permitted to run modified turbos, as long as the atmosphere turbo does not exceed the OEM straight bore dimension. (2.59") No TAPERED COVERS will be permitted.

Water Injection: Water injection is prohibited. All system components must be removed from truck.

Wheelbase: The vehicle must retain the original factory wheel base and track width. Cab and chassis trucks may not exceed 172 inch center to center of axles. Front dual-wheel spacers may be used only with accompanying positive offset dually style wheels.

*Factory Flat-beds are allowed. Handmade is prohibited.

OUTLAW (OPEN) DIESEL (DO)

This class will be for trucks that do not qualify for competition in the first 3 classes.

Trussed suspension- Multiple turbos- Multiple fuel pumps- Dual wheels

All safety equipment must be in place on non-street driven trucks.

Obvious street driven vehicles, bumped up (not built for the specific utilization of open class competition) will be given waiver on extensive safe regulation, but will still be required to have driveshaft covers and OEM restraints

BATTERIES: Batteries must be securely mounted. They may not be located in the driver's compartment.

BRAKES: Must have hydraulic brakes on both front wheels

BALLAST: Hanging weights are permitted but must be securely mounted and may not extend more than 60 inches from the center line of the front axle.

DRIVELINE: Driveline will consist of the following - Any front axle, any transmission, any transfer case, any rear axle. Drop boxes are permitted.

DRIVER RESTRAINT SYSTEM: The OEM restraint system is mandatory and must be worn.

DRIVESHAFT LOOPS / U-JOINT SHIELDS: All U-joints must be shielded 360 degrees with 3/8" thick aluminum or 5/16" thick steel. Shield will be 6 inches long minimum and centered on U-joint.

ENGINE: The engine block must have been available in a one ton or smaller pick-up truck. Engine must remain in stock location as intended by the manufacturer

EXHAUST: Exhaust must exit straight up. Two 3/8 inch diameter bolts must be placed in the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as practical.

FIRE EXTINGUISHER: A fire extinguisher is mandatory. It must be easily accessible and visible.

HARMONIC BALANCER: All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1.

AIR SHUTOFF: The vehicle must be equipped with an air shutoff. A master control for your air shutoff must be located at the back of the vehicle next to the hitch point; it must have a two-inch diameter steel ring and be clearly visible to the hook man. A fuel shutoff is also very highly recommended.

FUEL INJECTION PUMP: Any "P" Style pump is allowed with any governor. Any number of CP3 or HPOP pumps are allowed.

HITCH: Trick hitches are prohibited. The hitches height from the ground may not exceed 26". Must have a hook point at least 44 inches from the centerline of the rear axle. The hooking point must have a minimum 3.00 inch by 3.75 inch inside diameter opening for the sled hook.

REAR SUSPENSION: Traction bars and devices are permitted. Rigid suspension allowed.

TIRES: Tires must be DOT legal tires. Cut tires are prohibited. No bar or terra tires. A maximum tire diameter of 35 inch. Dual wheels are permitted.

TRANSMISSIONS: Transmissions (manual and automatics) must have a transmission / bell housing blanket meeting SFI 4.1, or an S.F.I Blow proof Bell housing. No cast iron flywheels permitted

TURBOCHARGER: There is no limit on Turbocharger size or configuration.

WATER INJECTION: Water injection is permitted.

SEMI STOCK DIESEL CLASS

This is a class for street legal and street licensed semi-trucks.

1. We will run the semi stock diesel class if enough there is enough entries to make a class.
2. No chips allowed
3. No smoke after 75 feet
4. Loops and covers not required
5. Must have OEM muffler no exhaust tip ups required
6. No hanging weights on the front of the truck
7. Must run on diesel only.
8. Must have DOT tires

*All rules subject to change. Last updated July 30, 2018.