

VALLEY TRACTOR PULLERS ASSOCIATION INC.

(V.T.P.A)

**Valley Tractor
Pullers
Assn.**



2018 OFFICIAL RULE BOOK

PICK-UPS

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VALLEY TRACTOR PULLERS ASSOCIATION
2018 OFFICERS and DIRECTORS

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Changes for the 2018 season are **highlighted.**

I. VTPA General Rules

A. COMPETITOR CONDUCT

1. All vehicles must be operated in a safe manner at all times within the confines of the pits, staging areas and track. VTPA and tech officials have the right to stop and disqualify (DQ) any vehicle not being operated in a safe manner. The track judge has the right to stop and (DQ) any vehicle not being operated in a safe manner on the track and staging areas.
2. Drivers must remain seated during the pull and must have complete control of the vehicle at all times.
3. Only the driver will be allowed on a vehicle at any time: NO riders allowed. Anyone other than a driver on a vehicle will mean an automatic DQ. Someone must be in the driver's seat at all times when the vehicle's engine is running.
4. Any Driver found to be intoxicated will not compete for the duration of the pull and must find another driver for their vehicle. The second infraction of this rule will be sufficient grounds to ban driver from pulling with VTPA for 12 months.
5. Any person displaying unprofessional and/or unsportsmanlike behavior, including but not limited to abusive or obscene language, and/or physical action towards event officials, fellow competitors or spectators, or causes deliberate delay of the event, will be disqualified from the event. The second infraction of this rule will be sufficient grounds to ban driver from pulling with VTPA for 12 months.
6. All pullers must wear shirts, pants or shorts, and closed toed shoes (no open toed shoes allowed) before being allowed to compete.

B. ENTRY PROCEDURE POLICY

1. Entry fees per class for VTPA members will be \$20.00: Entry fees for non-members will be \$40.00. Each vehicle entered will receive 2 free pit passes.
2. All pullers must be registered and their vehicle checked in at least 2 hours prior to the event start.
3. Pulling order will be determined by the order in which they cross the scale (first across the scale pulls last in the class, second across pulls second-to-last, etc.).
4. Each vehicle can be entered in one (1) class only, and only once (1) in each class.
5. All contestants must have a valid driver's license.
6. All contestants competing in any vehicle pulling contest sanctioned by VTPA must be 16 years old to pull in the Stock 4x4 Pickup Class. Drivers pulling in the Street Modified, Super Stock, and Extreme Diesel classes must be 18 years of age or older.
7. Contestants 17 years of age or younger, must have parents or legal guardian's signed consent and supervision at all times throughout the pull. Proof of age will be required.

C. PULL EVENT PROCEDURES:

1. No competitor may compete in a class once the class has started if arriving late.
2. Driver's meetings will be held approximately 60 minutes before the event is to start. ALL drivers and pit crew members must attend.
3. If time permits (this option will be determined at the driver's meeting), the first puller in each class who hooks to the sled is the test puller. The test puller has the option of keeping their pull or dropping to the third spot in the class. This decision must be made to the track judge before leaving the pulling track.
4. Vehicle must be in neutral or park when it is being hooked to and unhooked from the sled. Driver must also raise his or her hands when the vehicle is ready, or, if the windows are tinted, driver must open door or put hands out the window to show that it is safe to hook or unhook.
5. If puller is unable to pull in drawn position due to mechanical reasons, they may drop to the last spot in the class. This decision is up to the track official. Safety equipment malfunction does not qualify for a mechanical problem.
6. Puller may spot the sled anywhere in bounds and behind the starting line if reasonable to do so. This must be done when the sled is returning to the starting line from the previous pull.
7. All pulls will start with a tight chain. No jerking of the sled will be permitted.
8. Puller has 3 (three) minutes to hook to the sled after track is ready or if after track official calls them to the track.
9. Once puller is hooked to the sled and given the green flag, they will have 1 (one) minute to move the sled.
10. Excessive loss of liquid will result in disqualification, if vehicle is under the green flag. If vehicle is flagged, pull will be measured from flagman and track official's judgment.
11. Failure to stop for red flag will result in disqualification. Leaving starting line under red flag will result in disqualification.
12. Pull will be considered over when forward motion stops. Puller must stop immediately when flagged or signaled.

13. Any vehicle that goes out of bounds will be disqualified.
14. Pullers will be given 2 (two) attempts to cross the 75 foot line. An attempt is a pull of one inch or greater. If a puller makes an attempt to stop before the 75 foot line, a re-pull will be granted at the track official's discretion.
15. All pulls will be measured to the nearest one hundredth of a foot.
16. Track official's decisions are final.
17. All vehicles must pass tech inspection and meet all safety requirements before they will be allowed to compete.
18. Vehicles may be teched at any time.
19. Window tint - Front window may not be blacked out and the track judge (flagman) must be able to see the driver.

D. CLASSES

Section I - Stock 4x4 (SK)

1. Weight classes: for Stock 4x4 Trucks are:

5500 lbs 6500 lbs

Section II – Street 4x4 (ST)

1. Weight Classes: for Street Modified 4x4 Trucks are:

4500 Lbs 5500 Lbs 6500 Lbs (VTPA Sanctioned Class)

Section III – Super Stock 4x4 (SS)

1. Weight classes for Super Stock 4x4 Trucks are:

4500 Lb 5500 Lb 6000 Lb (VTPA Sanctioned Class)

Section IV - Diesel 4x4 (8000 LB Only)

CLASSES:

1. Stock Diesel 4x4 (SK)
2. Diesel Street 2.6 4x4 (ST)
3. Diesel Super Street 4x4 (SS)
4. Super Stock Diesel 4x4 (SSD)

II. Truck Classes - Specific Rules

Section I – General Rules for all 4x4 classes

1. No Airbags allowed. If Installed, they must be deflated.
2. DOT approved helmets required.
3. No link suspensions unless O.E.M.
4. All judgment calls will be made by VTPA officials and will be final.
5. ANY PERSON CHEATING ON ANY VTPA RULES WILL BE BANNED FROM COMPETITION AND NOT ALLOWED TO ENTER THE PITS FOR ONE CALENDAR YEAR PLUS ONE DAY.

Section II – Protest Rule

If a 4x4 puller believes that another puller in his or her class is out of compliance on the C.I.D., they may protest said competitor using the following procedures:

1. Put up a “bounty” of \$500, paid to organization conducting the pull event (VTPA) at the time of the protest.
2. Protested vehicle will have engine bubble tested at the event where the protest is made, by Tech officials (VTPA).
3. If engine is found to be compliant, \$300 (of the \$500 bounty) will be given to the owner of the protested vehicle and \$100 will remain with organization conducting the pull event (VTPA), and \$100 will go to the Tech Officials conducting the bubble test.

4. If engine is found to be larger than the allowed limit (not compliant), \$300 will be returned to protestor and \$100 will remain with organization conducting the pull event (VTPA), and \$100 will go to the Tech Officials conducting the bubble test.
5. The out of compliant vehicle will not be allowed to pull for points or purse money with VTPA for one calendar year plus one day from date of infraction.
6. All decisions and judgement calls will be made by VTPA officials and will be considered final.

Section III – Specific Class Rules

1. Stock 4x4 (SK)

Weight Breaks

5500 & 6500 lbs. Weight is with driver.

REGULATIONS

1. Must be as it came from the factory
2. Leveling/lift kits allowed (no stops)
3. Rim and tire modifications from stock allowed.
4. Muffler change allowed (must be a complete system)
5. Hitch must be Reese style receiver hitch in factory position and no more than 26” from the ground at hook point.
6. All judgment calls will be made by VTPA officials and will be final.

2. Street 4x4 (ST)

Weight Breaks

4500, 5500, & 6500 lbs. Weight is with driver.

REGULATIONS

1. Must have factory or aftermarket bumper (no home built bumpers).
2. Must be street legal – working lights, signals, and mirrors (does not need to be registered).
3. Hood must be in place over engine compartment.
4. Must have working brakes on all 4 wheels.
5. Engine modifications allowed: 515 CID limit; Single carburetor, naturally aspirated, 4500 Lb & 5500 Lb classes limited to 4150 base carburetor, 6500 Lb class limited to 1050 CFM Dominator.
6. Exhaust modifications: Open headers allowed; Exhaust must exit under the vehicle toward the rear.
7. Gasoline only.
8. No added weights.
9. Hitch must be Reese style receiver hitch in factory position and no more than 26” from the ground at hook point.
10. TIRES: D.O.T. tires only. No cut tires.
11. Suspension: no less than 2” of travel; any airbags must be deflated at tech time and while making pull.
12. No axles larger than Dana 70 series or 14 bolt or stock (no military, Rockwell etc.).
13. Steering: Must be factory steering; OEM replacement power steering allowed.
14. Fuel tanks must be bolted down.
15. Bed floor must be complete.
16. Manual or automatic transmission. No racing transmissions.
17. No quick change or homemade transfer cases.
18. Must have bench seat or no less than 2 individual seats.
19. Must have a minimum 2 Lb. fire extinguisher mounted in cab within reach of the driver.
20. Push bars allowed:
 - a. Height: no higher than hood

- b. Width: no more than 2" wider than frame rails
 - c. Clearance: Minimum 12" from the ground
 - d. Protrusion: Maximum 16" from furthest point of the grill
 - e. Front bumper must be in place.
21. Must have OEM motor mounts in stock location.
22. All judgment calls will be made by VTPA officials and will be final.

3. Super Stock 4x4 (SS)

Weight Breaks

4500, 5500, and 6000 lbs. Weight is with driver

REGULATIONS

1. Engine size maximum 550 CID (except for 4500 Lb = 515 CID), naturally aspirated with a single carburetor. No aluminum blocks. Heads must be OEM configuration for make of engine, i.e. make specific intake and exhaust must bolt to head.
2. Engine may not exceed 50% of block length forward of the centerline of the front axle. Accessories may not extend into the core support, i.e. water pump, alternator, etc.
3. Hanging weights may not extend past 42" forward of the center line of the front axle.
4. 36" tall tires maximum, may have Terra tires with factory DOT marking.
5. May have solid rear suspension.
6. If bed floor is removed, some type of tonneau cover is required.
7. Lights, blinkers, etc., must be in factory location. Mirrors are strongly suggested.
8. Must have kill switch securely mounted to vehicle and located immediately adjacent to the hitch. Must have a 2" diameter ring at least 1/8" thick. Kill switch must be wired to electric fuel pump and ignition box.
9. Maximum wheel base length not to exceed 133". No wheel base modifications.
10. Stock frame may be reinforced, no boxing or sub frames.
11. No air bags or air shocks on front axle.
12. Drive shaft loops required. Trucks will have a minimum of two loops on the rear drive shaft and one on the front shaft. Loops are to be 1/8" steel or 1/4" aluminum material and must be round.
13. U-joints must be shielded 360 degrees with 1/8" steel or 1/4" aluminum. Shield must cover at least 1" past the u-joint assembly.
14. Weights must clear the scale.
15. Must have a minimum of both front brakes and/or front or rear pinion brake. Pinion brakes must be fully encircled by 1/8" steel or 1/4" aluminum material.
16. Manual transmissions must have scatter shield with SFI approved steel flywheel and high performance clutch (dual disc maximum and must have pedal). SFI blankets required for all automatic transmissions.
17. OEM transmission and transfer case required.
18. No axels larger than Dana 70 or 14 bolt or stock (no Military or Rockwell, etc.)
19. SFI approved harmonic balancer required.
20. Minimum of 2 ½ pound fire extinguisher must be within reach of driver.
21. DOT approved helmets required.
22. Single layer SFI approved fire suit or jacket and pants required.
23. OEM seat belt or SFI approved restraint system required and must be worn snugly.
24. Hydraulic steering is acceptable.
25. All trucks must have a neutral safety light mounted near the hitch.
26. Trucks must have a starter interrupter switch that will allow starter engagement only in neutral or park position on the transmission gear selector.
27. Driver must be seated and in control of the vehicle any time motor is started or being started.
28. All judgment calls will be made by VTPA officials and will be final.

Section IV - Diesel 4x4 Classes - Rules

1. Stock Diesel (SK)

Weight Breaks

8000 lbs. Weight is with driver.

REGULATIONS

1. **Ballast:** No added weight will be allowed.
2. **Batteries:** The batteries must be securely mounted in the stock location. They may not be located in the driver compartment.
3. **Body:** The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. After-market hoods are permitted.
4. **Brakes:** Four-wheel hydraulic brakes are mandatory.
5. **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.
6. **Cooling System:** Radiators must be in the stock location and be of at least stock size.
7. **Credentials:** All drivers must have a valid state driver's license.
8. **Driveline:** An OEM transmission and transfer case as manufactured is mandatory.
9. **Driver Restraint System:** The OEM restraint system is mandatory and must be worn.
10. **Engine:** The engine is limited to a stock-appearing, OEM make-specific compression ignition engine.
11. **Exhaust:** The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are prohibited.
12. **Fire Extinguisher System:** A fire extinguisher system is recommended. It must be securely mounted.
13. **Firewall:** The complete OEM firewall is mandatory.
14. **Floor:** The complete OEM floor pan is mandatory.
15. **Fuel:** The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted. Off-road diesel fuel is prohibited.
16. **Fuel Injection Pump:** The fuel injection pump is limited to one stock-appearing, OEM engine model-specific pump only.
17. **Fuel System:** The OEM fuel system is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.
18. **Hitch:** The hitch must be a receiver style hitch attached to the frame; reinforcements are permitted. Trick hitches are prohibited. 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. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00 inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop.
19. **Interior:** A complete interior, including dashboard, door panels, etc., is mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative.
20. **Nitrous Oxide:** Nitrous oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.
21. **Propane:** Propane is prohibited. All system components must be removed from the truck.
22. **Rear End:** Rear axle bolts must be covered by a cap or shield. The rear end must be the model supplied with the vehicle as manufactured.
23. **Steering:** The vehicle must retain the full, original OEM steering gear.
24. **Street Equipment:** Complete headlight, taillight, and back up light assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.
25. **Suspension, Front:** The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or 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 MLM Technical Department.
26. **Suspension, Rear:** An OEM-style suspension is mandatory. Lowering or raising the vehicle height with suspension modifications is permitted. Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension must maintain a stock shock travel. Suspension stops are not allowed. All rear suspensions must use at least one working shock absorber per wheel.
27. **Tires:** The tires must be DOT street tires. Cut tires are prohibited.

28. **Transfer Case:** Non-OEM transfer cases are prohibited. The transfer case must be the model supplied with the vehicle as manufactured.
29. **Transmission, Automatic:** Non-OEM transmissions are prohibited. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose.
30. **Transmission, Manual:** Non-OEM transmissions are prohibited. All transmissions must be clutch-assisted.
31. **Turbocharger:** The turbocharger is limited to a single, stock appearing charger only.
32. **Water Injection:** Water injection is prohibited. Alcohol, methanol and all other flammables prohibited. All system components must be removed from the truck.
33. **Wheelbase:** The vehicle must retain the original factory wheelbase and track width.
34. All judgment calls will be made by VTPA officials and will be final.

2. **Limited Pro Stock Diesel (Replaces the 2.6 Street Diesel Class)**

Weight breaks

8000 lbs. Weight is with driver.

REGULATIONS

1. **Ballast:** Hanging weight may not extend past 60 inches from the centerline of the front axle. Weights must be securely attached to the vehicle.
2. **Batteries:** The batteries must be securely mounted. They may not be located in the driver compartment.
3. **Body:** The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. After-market hoods are permitted. Hood must be closed and securely latched while vehicle is hooked to the sled. Complete OEM floor pan and firewall are mandatory.
4. **Brakes:** Front brakes are mandatory; rear brakes are optional.
5. **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. The vehicle must retain the original factory wheelbase and track width. Maximum of 1-ton truck chassis allowed.
6. **Credentials:** All drivers must have a valid state driver's license.
7. **Driveline:** Drivetrain may consist of any front axle, transmission, transfer case and rear axle. No planetaries permitted. All trucks must have at least six-inch-wide u-joint shields around the rear u-joint constructed of at least ¼" steel or 3/8" aluminum that will safely contain the u-joint and the end of the rear shaft. Any front shaft u-joint that is visible from the side of the vehicle must be shielded to contain the u-joint and the end of the shaft. All shields must be securely mounted to the vehicle. Axle shields of at least .060 thickness aluminum or steel are required. Shields may not be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of front hubs.
8. **Driver Restraint System:** The OEM or equivalent SFI restraint system is mandatory and must be worn.
9. **Engine:** The engine is limited to a stock-appearing, compression ignition engine. Engine and transmission can be interchanged between Dodge, Ford and GM as long as they came in a 1 ton or smaller truck from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. Aftermarket intake manifolds are allowed. Front of engine block can be no farther forward than 17" of the centerline of the front axle. Cylinder head must be OEM or OEM replica for that brand engine. Outside of head must measure factory width and length. Head must retain OEM valve angle.
10. **Exhaust:** The exhaust must exit the vehicle upward within ten degrees of plumb. Two 3/8" diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 12 inches of the turbo.
11. **Fire Extinguisher System:** A fire extinguisher system is recommended. It must be securely mounted.
12. **Fuel:** The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted. Off-road diesel fuel is prohibited. Propane and nitrous are prohibited. Racing fuel cells are allowed.
13. **Fuel Injection Pump:** Maximum of one P7100 pump limited to one plunger per cylinder. The use of multiple high-pressure common-rail fuel pumps is legal. Power stroke engines with a single factory turbo may utilize a second HPOP.
14. **Hitch:** Trick hitches are prohibited. The hooking point must be no closer than 44" of centerline of the rear axle. The hitch must be easily accessible and stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00-inch-wide by 3.75-inch-long inside diameter opening for the sled hook. Hitch must not exceed a maximum of 25-degree angle from the pivot point to the hook point. No hitch supports or adjusters, if 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 the center line of the rear axle.
15. **Master Cutoff:** A sled and driver operated spring loaded emergency air shut off is required (rain cap or guillotine). The cable must terminate into a two-inch diameter steel ring at the rear of the truck, within twelve inches of the hitch.

16. **Nitrous Oxide:** Nitrous oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck or bottles removed and lines capped after the solenoids.
17. **Propane:** Propane is prohibited. All system components must be removed from the truck or bottles removed and lines capped after the solenoids.
18. **Safety equipment:** All drivers must wear fire suit or coat and pants (SFI3.2/A1 or better). All drivers must wear a Snell approved helmet.
19. **Steering:** Hydraulic steering permitted.
20. **Suspension, Front:** The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or 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 MLM Technical Department.
21. **Suspension, Rear:** Traction bars and devices are permitted; they must be bolt-on only; welds are permitted for attachment to frame or axle housing. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. Blocked suspension is permitted. No air bags.
22. **Tires:** The tires must be DOT street tires. Cut tires are prohibited. No tire alterations allowed. Dual rear wheels permitted with a maximum outside tire to tire measurement of 102". Dual front tires are prohibited.
23. **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 transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure-type hose. All vehicles 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 block to the front of transmission main body. The bellhousing area is to be completely covered and have six inches of overlap where the blanket is fastened. All non-blanket type shields must incorporate two (or one per manufacturer's specifications) 3/4" by 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 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.
24. **Transmission, Manual:** Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI spec 1.1 or 1.2 is mandatory on all vehicles. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI spec 6.3 or greater. Applications for which a SFI spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket which completely covers the bellhousing. It must be attached at the block and extend rearward to the transmission with a minimum of six-inch overlap where it is fastened.
25. **Turbocharger:** The turbocharger is limited to one single smooth faced intake housing turbo with an inducer bore of 3.0 inches or less. No map ring allowed. All air must enter through the 3.0-inch intake opening. Intake wheel must protrude 1/8" inside of opening. Driver will be responsible to come to scale with turbo accessible for measuring.
***Legal 2.6 turbo chargers that competed with MLM Motorsports or VTPA in 2017 will be allowed to run in 2018. In 2019 only smooth bore turbos will be allowed.**
26. **Water Injection:** Water injection is prohibited. Alcohol, methanol and all other flammables prohibited. All system components must be removed from the truck.
27. **Wheelbase:** The vehicle must retain the original factory wheelbase and track width.
28. All judgment calls will be made by VTPA officials and will be final.

3. **Pro Stock Diesel (Replaces the 3.0 Super Street Diesel Class)**

Weight breaks

7800 lbs. Weight is with driver.

REGULATIONS

1. **Ballast:** Hanging weight may not extend past 60 inches from the centerline of the front axle. Weights must be securely attached to the vehicle.
2. **Batteries:** Batteries must be securely mounted if used. They may not be located in the driver compartment.
3. **Body:** Trucks must remain stock appearing. Must have full size steel or OEM type body.
4. **Brakes:** Vehicle must have adequate stopping power.
5. **Credentials:** All drivers must have a valid state driver's license.

7. **Driveline:** Drivetrain may consist of any front axle, transmission, transfer case and rear axle. No planetaries permitted. All u-joints must be shielded 360degrees by at least ¼” steel or 3/8” aluminum that will safely contain the u-joint and the end of the rear shaft. Shields are to be six inches long minimum and centered on the u-joint. All shields must be securely mounted to the vehicle. Axle shields of at least .060 thickness aluminum or steel are required. Shields may not be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of front hubs.
8. **Driver Restraint System:** The OEM or equivalent SFI restraint system is mandatory and must be worn.
9. **Engine:** Maximum engine size will be 460 cubic inches. Engine must come from factory in one ton or smaller diesel pickup truck. Engine must remain in stock location as intended by manufacturer. No aftermarket blocks are permitted. Outside of cylinder head must measure factory width and length. Head must retain OEM valve angle. Front of engine block can be farther forward than 17” of centerline of front axle.
10. **Exhaust:** The exhaust must exit the vehicle upward within ten degrees of plumb. Two 3/8” diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 6 inches of the turbo.
11. **Fire Extinguisher System:** A fire extinguisher system is required. It must be securely mounted in the cab.
12. **Fuel:** The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted. Off-road diesel fuel is prohibited. No alcohol, nitrous, propane or any oxygen enhancing agents allowed. Racing fuel cells are allowed. No fuel lines or tanks permitted inside of truck cab unless securely mounted in a marine box.
13. **Fuel Injection Pump:** Largest pump allowed will be a P-pump with a maximum of one plunger per cylinder.
14. **Hitch:** Trick hitches are prohibited. The hooking point must be no closer than 44” of centerline of the rear axle. The hitch must be easily accessible and stationary in all directions. Bumpers may be notched or removed. The hitch’s height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00-inch-wide by 3.75-inch-long inside diameter opening for the sled hook. Hitch must not exceed a maximum of 25-degree angle from the pivot point to the hook point. No hitch supports or adjusters, if 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 the center line of the rear axle.
15. **Master Cutoff:** A sled and driver operated spring loaded emergency air shut off is required (rain cap or guillotine). The cable must terminate into a two-inch diameter steel ring at the rear of the truck, within twelve inches of the hitch.
16. **Nitrous Oxide:** Nitrous oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck or bottles removed and lines capped after the solenoids.
17. **Propane:** Propane is prohibited. All system components must be removed from the truck or bottles removed and lines capped after the solenoids.
18. **Safety equipment:** All drivers must wear fire suit or coat and pants (SFI3.2/A1 or better). All drivers must wear a Snell approved helmet.
19. **Suspension:** Suspension modifications allowed. Removable suspension blocks are allowed. No air bags.
20. **Tires:** Bar or cut tires are allowed. Maximum tire size to be 112” circumference, when inflated to 30 psi, with original bar, not to exceed 18 inches in width before cutting. Maximum of four tires permitted. DOT approved tires. Maximum tire height 35”. No studded tires or chains. Dual rear wheels are allowed. Dual front wheels are prohibited.
21. **Transmission:** SFI bell housing blankets and or SFI blow proof bell housing required. All intermediate shafts between the transmission and transfer case must be totally enclosed in 3/8” thick aluminum or 5/16” thick steel. ¼” of the shaft may be visible.
22. **Turbocharger:** The turbocharger is limited to one single smooth faced intake housing turbo with an inducer bore of 3.6 inches or less. No map ring allowed. All air must enter through the 3.6-inch intake opening. Intake wheel must protrude 1/8” inside of opening. Driver will be responsible to come to scale with turbo accessible for measuring.
*Legal 3.0 turbo chargers that competed with MLM Motorsports in 2017 will be allowed to run in 2018. In 2019 only smooth bore turbos will be allowed.
23. **Water Injection:** Water injection is allowed. Alcohol, methanol and all other flammables prohibited. All system components must be removed from the truck.
24. **Wheelbase:** Maximum wheel base length 158”.
25. All judgment calls will be made by VTPA officials and will be final.

4. Super Stock Diesel (SSD)

Weight breaks:

8000 lbs. Weight is with driver.

REGULATIONS

1. **Ballast:** Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. Weights in the bed are to be mounted securely. No weights in the driver compartment.
2. **Batteries:** Batteries must be securely mounted. They may not be located in the driver compartment.

3. **Body:** Any truck body style is permitted, but the body must retain the full-bodied appearance. The vehicle must have at least two functional doors. The doors must open and close from inside and outside. Glass may be replaced with Lexan or other shatterproof material of 1/8-inch minimum thickness. The side windows need not be operational.
4. **Brakes:** Vehicles must have adequate stopping power.
5. **Cooling System:** Any sealed system is permitted.
6. **Credentials:** All drivers must have a valid state driver's license.
7. **Driver Restraint System:** A three-inch-wide driver restraint system labeled as meeting SFI Spec 16.1 is recommended and should be worn snugly.
8. **Driveshaft Loops: Front & Rear:** All trucks must have at least six-inch-long 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 ends of each shaft. In addition, there will be at least one shaft loop in the middle of the drive shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.
9. **Engine:** The engine must be compression ignition engine with a maximum of 460 cu in. The engine block must have been available as a factory option on one-ton or smaller pickup truck. An SFI rated dampener is recommended.
10. **Engine Shielding:** A 1/4" steel plate or 3/8" aluminum plate shield across the frame under the front of the motor shielding the damper and engine fan area is required. Side shields are recommended to run the length of the block covering the block from head to pan. The frame rails may be used as part of this shield.
11. **Exhaust:** Exhaust must be directed away from the fuel tank and driver and exit the vehicle within 10 degrees of plumb. Two 3/8-inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other as close to the final turbo as is practical.
12. **Fire Extinguisher:** A Halon fire extinguisher is required. It must be securely mounted and within reach of the driver.
13. **Firewall:** Each vehicle must be equipped with a minimum 0.024-inch steel firewall, extending from side to side of the body and from the top of the engine compartment's upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. The firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All openings must be sealed, excluding grommets. The use of magnesium is prohibited
14. **Floor:** Each vehicle in competition must be equipped with an OEM or minimum 0.024-inch steel floor pan that extends the full length and width of the driver compartment.
15. **Fuel:** The fuel must be pump #1 or #2 diesel only. Soy/Bio-diesel fuel is permitted.
16. **Fuel Shutoff:** All trucks must be equipped with a driver-operated fuel shutoff capable of blocking fuel flow to the injection pump. A three-way dump valve is recommended.
17. **Fuel System:** Location: All fuel tanks, lines, pumps, valves, etc. must be located outside of the driver compartment and within the confines of the frame and/or steel body. Fuel pressure gauge isolators, with steel-braided line, may be mounted on the firewall.
18. **Lines:** All non-OEM fuel lines (including gauge and/or data-recorder lines) must be metallic, steel-braided or "woven or woven-push lock." Fuel lines (except steel-braided lines) in the flywheel/bell housing area must be enclosed in a 16-inch length of steel tubing of 1/8-inch minimum wall thickness and be securely mounted as a protection against fuel-line rupture.
19. **Helmet:** Drivers must wear a helmet meeting Snell 90, 95, 2000, K98 or SFI Spec 31.1 or 41.1 standards. The retention strap must be securely and snugly fastened. The helmet must have the appropriate certification sticker affixed inside it.
20. **Hitch:** The hitch must be constructed of solid material that is properly attached and braced. The hooking point must be at least 44 inches rearward from the centerline of the rear axle. The hitch must be horizontal to the ground and stationary in all directions. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.00 inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop. The final decision rests with the MM Technical Department.
21. **Interior:** The vehicle must be equipped with one seat for the driver; it must be securely installed.
22. **Intermediate Shafts:** All intermediate drive shafts must be fully enclosed with a 5/16-inch steel or 3/8-inch aluminum shield. The shield must cover the entire length of the shaft and the universal joints and yokes at each end.
23. **Master Cutoff:** A sled- and driver-operated spring-loaded emergency air shut off is mandatory. The cable must terminate into a two-inch diameter steel ring.
24. **Nitrous Oxide:** NITROUS OXIDE IS PROHIBITED. All tanks must be removed from the vehicle.
25. **Propane:** PROPANE IS PROHIBITED. All tanks must be removed from the vehicle.
26. **Protective Clothing:** Drivers must wear a jacket and pants or one-piece suit meeting SFI specification 3.2A/5 or 3.2A/15, gloves meeting SFI specification 3.3/15, and shoes or boots meeting SFI specification 3.3/5. Protective clothing exceeding these specifications is permitted. The protective clothing must be labeled with the proper SFI specification.
27. **Rear Axle:** Rear axle bolts must be covered by a cap or shield.
28. **Suspension:** Rigid or 4-link suspensions are permitted.
29. **Tires:** Tires may be no more than 36 inches tall. Pulling tires okay.
30. **Transmission, Automatic:** Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-

pressure-type hose. All vehicles 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 block to the front of tail-housing with a minimum six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 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 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. If SFI rated flex plates aren't available, then a blanket shield is permissible per above specifications.

31. **Transmission, Manual:** A clutch meeting SFI Spec 1.2 or 1.3 is mandatory. All transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles 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 blanket that completely covers the bell-housing; it must be attached to the block and extend rearward to the transmission with a minimum six-inch overlap where it is fastened. If a SFI rated clutch isn't available, then a flywheel shield and blanket may be used per above specifications.
32. **Turbocharger, Supercharger:** Turbocharger(s) must be enclosed in the engine compartment; they may not be visible from outside the truck.
33. **Water Injection:** Water injection is permitted. Alcohol, methanol, and all other flammables are accepted. Commercially available pump lube allowed.
34. **Wheelbase:** The minimum allowed wheelbase is 90 inches; the maximum allowed is 158 inches. The maximum wheelbase variation from left to right is one inch; the measurement will be made using an X pattern (LF-RR and RF-LR). The maximum allowed tread width is 102 inches.
35. **All judgment calls will be made by VTPA officials and will be final.**

Section VI - Pro Modified - Base Rules

A. General Safety Rules:

1. Fire suits are required. Leather or fireproof shoes are required. Helmets are required. No modifications to helmets are allowed.
2. All pulling vehicles are required to have a minimum of a 2 1/2 lb. fire extinguisher within reach of the driver.
3. All vehicles are required to have a kill switch. The kill switch will ground the ignition and the electric fuel pumps on spark ignition motors.
4. No batteries are allowed inside the cab.
5. All pulling vehicles must have a deadman throttle that will automatically return to a closed position. Throttles will work in a forward to reverse motion, forward being open.
6. Throttle required to have at least 2 (two) return springs.
7. All pulling vehicles must have a starter interrupter switch that will allow starter engagement only in neutral or park position on the transmission gear selector.
8. All vehicles using a foot throttle must have a toe strap.
9. All vehicles using an automatic transmission must have a positive reverse gear lockout.
10. Driver must be seated and in control of the vehicle any time motor is started or being started.
11. The tech man or presiding official has the right to stop and disqualify any puller or pulling vehicle they feel is unsafe.
12. Any puller found under the influence of intoxicating agents before or during competition will be disqualified.
13. Seats belts are required on all vehicles.
14. All pulling vehicles must have a neutral safety light. A light, automotive quality, a minimum of 2 inches in diameter, must be mounted within 6 inches of hooking point. A light in the driver's compartment must be operated off the same system. Both lights and the starter interrupter switch will be operated off of the shifter lever.

B. General Vehicle Rules:

1. Planetary axles allowed.
2. Axle shields are required. May not be mounted to axle ends or hub bolts. Center caps are permitted. A hole may be cut to access the locking hubs.
3. 133-inch wheelbase max. Wheels must be centered in wheel wells. Wheel wells may not be moved toward back of truck to center wheels. Body must be lengthened or shortened between cab and rear wheel wells. Body must appear to be stock i.e., no large gaps between bed and cab.
4. Tube frames allowed.
5. Fiberglass truck bodies allowed.
6. Front weight bar must be between 55 and 60 inches from the centerline of the front axle.

7. No mud flaps or dirt deflecting devices.
8. Grille must be in original position.
9. Must have a complete firewall. Holes for operational devices are permitted. Hole may have ¼ inch gap around device.
10. No tanks, fuel lines, pressure gauges or fuel pumps allowed in cab. All hydraulic lines in cab must be shielded top and side.
11. Vehicle must have vertical bumpers to prevent climbing front of sled. Bumpers to be 8 inches vertically and 24 inches maximum off the ground.
12. Any and all pneumatic or hydraulic suspension systems cannot have hydraulic, air, or electric lines attached to these devices during competition.
13. No automatic leveling devices.
14. Bed must have some form of a cover, covering the top and tailgate area of the bed.

C. Pro-Modified Class Rules

1. Clutches and Flywheels:

- a. All engines using a clutch flywheel assembly will run a full block saver plate. Material to be 3/8 aluminum or 3/16 steel minimum.
- b. Minimum of 7 (seven) grade 5 or better bolts to hold the bell housing to block saver plate, with not less than two below the engine block.
- c. All clutch bell housings are to be 1/4 inch, one-piece hydro form steel. Bell housing must be certifiable. If an explosion occurs, it must be re-certified.
- d. One cooling hole will be allowed in the bell housing, one-inch diameter maximum. Hole may not be in the explosion area of the bell housing.
- e. No welding will be allowed in the explosion area of the bell housing.
- f. No chemical milling will be permitted.
- g. All inspection maintenance holes must be approved.
- h. Crower stand adjustment slots will be accepted with proper covers.
- i. No cast iron clutch components or flywheels will be allowed.
- j. Clutches, flywheels and related components must be mounted to engine.
- k. There will be 5 (five) 3/8 inch bolts or 4 (four) ½ inch bolts to secure bell housing to the transmission.
- l. All clutch parts are subject to inspection at any time.

2. Kill Switches:

- a. All vehicles will be required to use kill switches.
- b. Kill switches will be securely mounted to the back of the vehicle and have a 2-inch diameter ring, at least 1/8-inch-thick to attach to the sled.
- c. A tie wrap may be used during tech to show which vehicles have been teched.

3. Fuel:

- a. Alcohol is the only accepted fuel.
- b. No Fuel enhancing additives allowed.

4. Weight:

- a. No loose weight inside the vehicle will be permitted.
- b. Weights of ten lbs. or more lost while hooked to the sled and under the green flag will result in disqualification. Any weight hitting the ground and still attached to the vehicle will also result in disqualification (internal breakage acceptable). No rubber straps allowed to hold weights in place.
- c. Vehicle may not weigh more than the class maximum.
- d. Vehicle must weigh no less than 100 (one hundred) lbs. less than the class maximum.

5. Brakes:

- a. All pulling vehicles must have adequate stopping power from their braking system.
- b. All trucks will have complete working front or rear brakes. Driveline brakes may be substituted for the above.
- c. All brakes in the driveline will be shielded 360 degrees with ¼ inch aluminum or steel.

6. Seats:

- a. All vehicles must have a strong rigid seat that is securely mounted.
- b. Tip seats will be securely fastened while pulling.

7. **Exhaust:**

- a. Exhaust must exit the vehicle vertically within ten degrees of plumb.

8. **Engine:**

- a. Any naturally aspirated automotive type engine. Two valves per cylinder. Must accept a stock crank shaft.
- b. Any cubic inch is permitted.
- c. Engine must run on alcohol before during and after pull. Priming with gasoline is permitted.
- d. All engines will have a solid deflection shield running the complete length of the block. Shield must be securely fastened. Starters, exhaust, fuel pumps, etc., need not be shielded. Shields must cover from the base of the head to within one inch of the bottom of the pan. The frame may be used as part of the shield.
- e. Any engine driven fan must be shielded 360 degrees.
- f. Rear of engine block can be no further forward than the centerline of the front axle.
- g. Any ignition type is allowed.

9. **Transmission - Automatic**

- a. The use of torque converters, automatic shifts, etc., will be permitted.
- b. All vehicles using an automatic transmission must have an approved high performance flex plate. No cast iron accepted.
- c. All automatic transmissions must have an approved full length safety blanket.
- d. All vehicles using an automatic transmission will use a positive reverse gear lockout.

10. **Drivelines:**

- a. Trucks will have 3 (three) loops on rear drive shaft, and 2 (two) loops on front drive shaft, evenly spaced on driveline. ¼ inch aluminum or steel material, 2 (two) inches away from shaft maximum.
- b. Loops must be round.
- c. U Joints must be shielded 360 degrees with ¼ inch aluminum or steel. Shield must be at least 1 inch past the u joint assembly.
- d. Input or output shafts may not extend more than 4 (four) inches past a bearing.
- e. All intermediate shafts between the transmission and transfer case will be totally enclosed in ¼ inch aluminum or steel.

11. **Hitches:**

- a. No cam hitches or cam rear-ends allowed. Hitch must be rigid in all directions. Hitch length and height cannot change during the pull. The hitch hold down mechanism on all hitches will be of sufficient strength equal to the bottom hitch supports.
- b. Safety hitch is required. Safety hitch must be as strong as the main hitch and mounted 12 inches below main hitch.
- c. All hitch openings will be 3 (three) inches diameter round with no obstructions.
- d. Point of hook to centerline of rear axle shall be no less than 36% of vehicle wheelbase.
- e. If bed is too long it may be cut to accommodate 36% hitch. Hitch must be unobstructed for hook up.
- f. Hitch height maximum is 26" before during and after the pull.
- g. Hitch must be rigid in all directions and solidly mounted to the vehicle.
- h. Pulling point can be no more than 1 ½ inches from back edge of hitching device.
- i. No clevis, chain or cable allowed in hitching device.
- j. Hitch to be steel and not less than ¾ of an inch thick and not more than 1 ¼ inches thick.

12. **Tires:**

- a. Tires must be 34 X 18 Cepek or Pit Bull pulling tires. Maximum circumference of 110 inches.
- b. Tires must be not more than ½ tread width off front to rear.

13. **Misc:**

- a. Any vehicle in violation of 3 (three) or more rules will not be allowed to hook to sled. Hired exhibition vehicles are exempt.
- b. Failure to follow rules set forth will result in disqualification.
- c. Must follow all directions given by scale judge. If judge is not happy with placement of vehicle on scale, it will be required to be removed and repositioned.
- d. A competitor will have 2 (two) sanctioned events from when vehicle is first teched, attended by competitor or not, to make necessary changes to vehicle to be in compliance with the rules.
- e. All judgment calls will be made by VTPA officials and will be final.