

PRO MODIFIED TRUCK CLASS



Pro Modified Truck Category Rules

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 ½ 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. Any pulling vehicle left running with operator not in seat will be disqualified.
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 competitor or any member of his crew found to be under the influence of intoxicating agents before or during competition will be disqualified. This disqualification could be for up to one year and ten days depending on the situation.
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.

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 no more than 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.
15. Any vehicle using a lift type body must have at least one "prop rod" strong enough to support the weight of the body and its frame.
16. No cast iron rotating parts on engine or drivelines.
17. No computers allowed that automatically control any mechanical operation of the competing engine, clutch or vehicle.

KILL SWITCHES:

1. All vehicles will be required to use kill switches.
2. 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.
3. A tie wrap may be used during tech to show which vehicles have been teched.

FUEL:

1. Alcohol and gasoline are the only accepted fuels.
2. No Fuel enhancing additives allowed.
3. Any competitor found to be using nitro or nitrous oxide will be banned from competition permanently.

WEIGHT:

1. No loose weight inside the vehicle will be permitted.
2. 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.
3. Vehicle may not weigh more than the class maximum.
4. Vehicle must weigh no less than 100 (one hundred) lbs. less than the class maximum.

BRAKES:

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

SEATS:

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

ENGINE:

1. Any naturally aspirated automotive type engine. Two valves per cylinder. Must accept a stock crank shaft.
2. Any cubic inch is permitted.
3. Engine must run on alcohol before during and after pull. Priming with gasoline is permitted.
4. 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.
5. Any engine driven fan must be shielded 360 degrees.
6. Rear of engine block can be no further forward than the centerline of the front axle.
7. Any ignition type is allowed.

EXHAUST:

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

CLUTCHES AND FLYWHEELS:

1. 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.
2. 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.
3. 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.
4. 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.
5. No welding will be allowed in the explosion area of the bell housing.
6. No chemical milling will be permitted.
7. All inspection maintenance holes must be approved.
8. Crower stand adjustment slots will be accepted with proper covers.
9. No cast iron clutch components or flywheels will be allowed.
10. Clutches, flywheels and related components must be mounted to engine.
11. There will be 5 (five) 3/8 inch bolts or 4 (four) 1/2 inch bolts to secure bell housing to the transmission.
12. All clutch parts are subject to inspection at any time.

AUTOMATIC TRANSMISSIONS:

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

DRIVELINES:

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

HITCHES:

1. 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.
2. Safety hitch is required. Safety hitch must be as strong as the main hitch and mounted 12 inches below main hitch.
3. All hitch openings will be 3 (three) inches wide x 3 3/4 inches front to back with no obstructions.
4. Point of hook to centerline of rear axle shall be no less than 36% of vehicle wheelbase.
5. If bed is too long it may be cut to accommodate 36% hitch. Hitch must be unobstructed for hook up.
6. Hitch height maximum is 26" before during and after the pull.
7. Hitch must be rigid in all directions and solidly mounted to the vehicle.
8. Pulling point can be no more than 1 1/2 inches from back edge of hitching device.
9. No clevis, chain or cable allowed in hitching device.
10. Hitch to be steel and not less than 3/4 of an inch thick and not more than 1 1/4 inches thick.

TIRES:

1. Maximum tire size to be 112-inch circumference when mounted on a 20 inch wide rim and inflated to 30 psi, with original bar not to exceed 18 inches in tread width before cutting.
2. The outside edge of the tire on the narrow axle must overlap the centerline of the tire on the wide axle by at least one inch.

PROCEDURES:

1. All pullers must be registered at least one hour prior to the event starts.
2. Pulling order will be determined by drawing a number at sign in.
3. No competitor may compete in a class once the class has started if arriving late.
4. If competitor is under age 18, he or she must have a written consent from parent or guardian. Proof of age will be required.
5. Only the driver is allowed in vehicle, no passengers.
6. Someone must be in the driver's seat at all times when the vehicle's engine is running.
7. 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 while being hooked and unhooked.
8. Driver's meetings will be held approximately 30 minutes before the event is to start. ALL drivers and pit crew members must attend.
9. 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 any spot in the class. This decision must be made before leaving the pulling track.
10. If test puller breaks and the sled is reset, and if the puller is not able to pull, puller will receive last place points and money.
11. If puller is unable to pull in drawn position due to mechanical reasons, they may drop to any spot in the class. This decision is up to the track official. Safety equipment does not qualify for a mechanical problem.
12. Puller may spot the sled anywhere in bounds and behind the starting line they wish to do so. This must be done when the sled is returning to the starting line from the previous pull.
13. All pulls will start with a tight chain. No jerking of the sled will be permitted.
14. Puller has 3 (three) minutes to hook to the sled after track is ready or if after track official calls them to the track.
15. Once puller is hooked to the sled, they will have 1 (one) minute to move the sled.
16. 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.
17. Failure to stop for red flag will result in disqualification. Leaving starting line under red flag will result in disqualification.
18. Pull will be considered over when forward motion stops. Puller must stop immediately when flagged or signaled.
19. Any vehicle that goes out of bounds will be disqualified.
20. Pullers will be given 2 (two) attempts to cross the 100 foot line. An attempt is a pull of one inch or greater. If a puller makes an attempt to stop before the 100 foot line, a re-pull will be granted at the track official's discretion.
21. All pulls will be measured to the nearest inch.
22. Track official's decisions are final and unappealable.
23. All vehicles must pass tech inspection and meet all safety requirements before they will be allowed to compete.
24. Vehicles may be teched at any time.

MISC:

1. Any vehicle in violation of 3 (three) or more rules will not be allowed to hook to sled.
2. Failure to follow rules set forth will result in disqualification.
3. 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.
4. 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.