

[KITPA]

KENTUCKY INDIANA TRUCK PULLERS ASSOCIATION 2018 RULES

KITPA.CLUB

OFFICERS – 2018

President: Tim Hudnall Sr. 120 A Hammond Rd Owenton, Kentucky 40359
(502) 514-3628 Cell

Vice- President: Kevin Hill (502) 750-1862 Cell

Tim Hudnall Jr (502) 514-3787 Cell

Secretary: Bonnie Ried 7950 Hempridge Rd
Shelbyville Kentucky 40065
(502) 523-5960 Cell

Treasurer: President, Vice-President, and/or Secretary

Executive Committee:

4000 Pro Stock Mini Trucks
– Brittney Denny Smoot (502) 514-2212

5700 4X4 Street Stock
- Kevin Hill (502) 750-1862

8000 – Street Stock Diesel Truck
- Mary Jo Wainscott (502) 514-1671

7000 - Stock Tractor
- Chad Herndon (859) 242-3562

POINTS STRUCTURE FOR 2017:

1ST – 50	11th - 30
2ND – 48	12th - 28
3RD -- 46	13th - 26
4TH – 44	14th - 24
5TH – 42	15th - 22

6TH – 40	16th - 20
7TH – 38	17th - 18
8TH – 36	18th - 16
9TH – 34	19th - 14
10TH – 32	20th - 12

21ST and below each receive 10 points respectively.

Points for 4000Pro Stock Mini Trucks & 7000 Farm Stock Tractors will start with 50 and will only drop down 1 point per position of finish all the way back to number of trucks/tractors at each pull

- 1). DQ's will receive last place points and monies in their class. If more than one DQ's per class points and monies will be divided equally.
- 2). A puller shall receive 10 show-up points when their competition vehicle arrives at a pull and registers with their clerks.
- 3). To be eligible for any points at any event, the competitor shall pay their entry fee and pass tech inspection.
- 4). In case of ties, points and monies will be distributed equally. Tie at end of season – most wins takes first place above other puller

Membership:

New members:
\$50.00 Vehicle

\$25.00 Driver**

\$100.00 Insurance
TOTAL \$175.00

Renewal dues will be \$125.00

Additional driver and/or drivers will be \$25.00

If you are pulling in another class you will only have to pay a one time fee of \$50.00 for that class

- MEMBERSHIP IS TO BE PAID BY MAY 15th OR AN ADDITIONAL \$25 LATE FEE WILL BE ADDED.

****IF ANOTHER PERSON DRIVES YOUR VEHICLE THEY MUST PAY \$25 MEMBERSHIP DUE TO INSURANCE AND TO ACCRUE POINTS AND FOR THE VEHICLE BEFORE THEY HOOK TO THE SLED.**

- (1) ONE TIME HOOK FEE \$50

**** PRESIDENT OF THE ORGANIZATION WILL HAVE THE OPTION OF TERMINATING ANYONES MEMBERSHIP, IF APPROPRIATE, FOR UN-SPORTSMEN CONDUCT. AT THAT POINT YOU WILL ALSO LOSE ALL POINTS ACCUMULATED. ****

- YOU MUST PULL AT LEAST 40% OF PULLS TO VOTE AND/OR SUGGEST CHANGES IN YOUR REGISTERED CLASS

- If we get rained out after you have checked your money will be carried over to next pull attend.

- Drivers are the only ones that can pick up their winning checks. DO NOT SEND ANYONE ELSE UP AFTER YOUR CHECK..

- Remember if you register in and break in order to keep in the points standing you must leave your entry fee. If you take your entry fee back and/or ask it to be applied to your next pull you do not get show up points for that pull.

Entry fee will be \$30.00 hook with \$20 going into points fund and \$10 goes back to the promotor

2018 K.I.T.P.A. PROTEST PROCEDURES

PROTEST MUST BE SUBMITTED IN WRITING TO AN OFFICIAL WITHIN 10 MINUTES AFTER CLASS ENDS. MUST BE DONE THAT NIGHT.

PROTESTOR MUST BE IN SAME CLASS AS THE PROTESTEE. THE PROTESTOR MUST BE ABLE TO BETTER HIMSELF OR HERSELF BY THIS PROTEST.

PROTEST MUST BE ACCOMPANIED BY A PROTEST FEE. PROTESTOR MUST PUT UP CASH OR CHECK FOR THE PROTEST FEE.

PROTESTOR CANNOT BE PRESENT DURING THE CHECK OF THE PTOTESTEE'S VEHICLE, AND CANNOT PARTICIPATE.

PERSON OR PERSONS (INCLUDING EITHER PARTY OF A PROTEST) CAUSING EXCESSIVE AMOUNT OF TROUBLE DURING PROTEST PROCEDURES WILL BE DISQUALIFIED.

ENGINE PROTEST:

AUTOMOTIVE TYPE ENGINE CLASSES \$75 PROTEST FEE TO BE PAID BY THE PROTESTOR.

A COMPLETE TEAR DOWN OF THE ENGINE WILL REQUIRE A \$500 PROTEST FEE TO BE PAID BY THE PROTESTOR.

TURBO CHECK WILL REQUIRE A \$25 PROTEST FEE TO BE PAID BY THE PROTESTOR.

\$125 PROTEST FEE FOR CARBURETOR FLOW TEST TO BE PAID BY PROTESTOR.

\$150 PROTEST FEE FOR TRANSMISSION CHECK TO BE PAID BY PROTESTER

\$75 PROTEST FEE FOR 3800 PSM TAKE INTAKE OFF AND CHECK CAM

CHARGE ON NITROUS PROTEST FOR TRACTORS AND TRUCKS WILL REQUIRE A \$100 PROTEST FEE TO BE PAID BY THE PROTESTOR. - PLUS LAB FEE *NITROUS TEST CAN BE DONE AT ANYTIME AND/OR BY ANYONE**

* ANY ENGINE FOUND ILLEGAL WILL LOSE ALL POINTS

*WINNING PARTY WILL RECEIVE PROTEST MONEY

ANY VISUAL INSPECTION BY THE PROTEST COMMITTEE WILL REQUIRE A \$25 FEE FROM THE PROTESTOR.

ANY VISUAL PROTEST INSPECTION CONSISTING OF CHECKING HITCHES, WHEELBASE LENGTH, ANYTHING CONCERNING WEIGHT BOX, OR ANY OTHER INSPECTION THAT DETERMINES THE PROTESTEE HAS A RULE VIOLATION WITH HIS OR HER VEHICLE WILL CAUSE THE PROTESTEE TO LOSE ALL THE POINTS FOR THAT PULL, THEY CAN NOT PULL AT THE NEXT PULL, AND WILL NOT QUALIFY FOR POINTS, AT THE PULL, FOLLOWING SET OUT PULL.

THE PROTEST COMMITTEE OR TECH MAN HAVE THE RIGHT TO OPEN THE VEHICLE HOOD OR INSPECT THE VEHICLE OR ANY PARTICIPATING PERSON AT ANY TIME IN PRESENCE OF OWNER OF THE VEHICLE.

PROTESTEE (OWNER OF THE VEHICLE) IS RESPONSIBLE FOR THE TEAR DOWN OF HIS OR HER VEHICLE.

** Intentionally cheating, for any reason out, year and day **

GENERAL RULES 2018

OPERATION OF CONTEST

- 1.) All pullers must be in the staging area when their class starts
- 2.) A competitor will have a maximum of three (3) minutes to report to the starting line after the sled is ready
- 3.) All pulls must start with a tight chain
- 4.) All pulls must start with the sled and pulling vehicle inside the boundary lines
- 5.) All pulling vehicles will come into the competition area under their own power.
Tow starting WILL be allowed at the track official's discretion
- 6) Track length will be a maximum of 310' Floating finish can be 300 – 310' only

TEST PULLER

1. 4000lb Pro Stock Mini Truck:

The test puller will have the option of accepting the pull or coming back ½ of what class is after the sled setting is deemed official

2. 5700 4X4 Street Stock:

The test puller will have the option of accepting the pull or coming back 6th spot from when sled is set.

3. All other classes:

The test puller to hook to the sled in a class will be considered the test puller and have the following options:

- A] Accept the pull
- B] Drop the pull and pull again immediately
- C] Drop the pull and come back in sixth or last position
- D] Any puller following a sled adjustment at the start of a pulling class

be considered a test puller

4. 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

5. Contest Malfunction:

A] In the event of a contest malfunction the affected puller and/or pullers will be allowed to re-pull immediately or in last position, all decisions on re-pulls will be at the presiding track official's discretion

6. Loss or failure of safety equipment to function while the pulling vehicle is under the green flag will result in disqualification

7. Pulling vehicle will be disqualified if the pulling vehicle touches or goes over the boundary lines under the green flag, if the pulling vehicle passes the established full pull line and crosses the boundary line the pull will be considered legal

8. SOMEONE CAPABLE OF OPERATION AND CONTROLLING THE VEHICLE MUST BE SEATED IN VEHICLE ALL TIMES WHEN ENGINE IS RUNNING OR BEING STARTED. ENGINES RUNNING WITH NO ONE IN THE SEAT WILL BE CAUSE FOR DISQUALIFICATION

9. Pullers 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

10. 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. 4000 Pro Stock Mini Trucks will be dropped to 6th position. 4000 Pro Stock Mini Trucks will be allowed only one (1) mechanical drop per vehicle per year

11. Any disqualification on a first attempt bars a second attempt

12. Pull Offs:

A] A pull-off will be run in the same order as the official class. There will be no dropping positions in a pull-off

B] All pullers will be given two (2) attempts to pass the 75 feet marker in a pull-off

C] If a contest malfunction occurs in a pull-off situation the affected puller or pullers will be allowed to drop to last position

D] 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

E] If a puller disqualified for any reason in a pull-off they will be given last place in the pull-off

13. Rain: Any class not completed for any reason will be treated as a rain out--

all points and monies will be divided equally among the competitors in that class no matter how many vehicles have and/or have not pulled.

14. A session of pulling will be considered complete if ½ of the KITPA classes are run

15. The promoter and KITPA officials will decide if and when a rainout occurs

A loss of excessive liquid while under the green flag will be cause for disqualification. All pullers are to be careful in pit areas and on/or off track (watch spectators and/or families of pullers). Any un-sportsmanlike conduct and/or language on track or in pits are un-acceptable, and will not be tolerated. A grievance committee will be set up to handle problems if they arise.

TRACK:

NO ONE WILL BE ALLOWED ON TRACK AT ALL DURING PULLS (INCLUDING

ANYWHERE ON THE FINISH END)

NEW FOR 2010

Trucks: all trucks must have axle covers. Cover must be over end of axle, be made of .060 material and axle cover may not be mounted to the axle end.

GENERAL CLUB RULES FOR ALL CLASSES

1} KITPA Reserves the right to interpret any and all rules as they see fit. New rules may be adopted during a pulling season to promote safety or the benefit of the sport.

2} All pullers are to be careful in pit areas and on/or off track (watch spectators and/or families of pullers). Any un-sportsman conduct and/or language on track or in pits are un-acceptable, and will not be tolerated. A grievance committee will be set up to handle problems if they arise.

3} Someone capable of operation and controlling the vehicle must be seated in vehicle at all time when engine is running or being started. Engines running with no one in the seat will be cause for disqualification.

4} When suspended for cheating you are not allowed on track during your suspension for any reason at all.

5} Pulling vehicle touches line under green flat you will be disqualified.

a) Out of bounds after 300' (or full pull) mark – legal pull.

6} Three (3) minute limit to hook to sled

DISCONNECT SWITCH

A disconnect switch will be installed to shut off all electric current from the battery. Switch must be operated from outside the vehicle and be mounted in the front of vehicle to provide easy access from the ground

KILLSWITCHES

Kill switches will be mounted a max of 48 inches above hook point and within 6 inches of center of pulling vehicle. Kill switches ring will be 2 inches minimum diameter and must be steel.

4000 MINI TRUCKS

* Steel flywheel and safety bell housings and block saver plate

* 3/16" steel shield 360 degrees around the engine balancer 2" wide

* Engines driven cool fans shielded 360 degrees around fan

* Shields for side of block from base of head to top frame

Shields around u-joints and driveline every 3 feet; 6" long' 2" maximum spacing around u-joint; shield thickness 3/8" aluminum, 3/16" steel. All vehicles must have drive shaft loops every three (3) feet. Must be round 1/8" (inch) thick. All vehicles must have universal joint covers (360 degrees). 6" (inches) long centered on joint must be round.

HITCHES

All hitches will be minimum 3 ½ inches long x minimum 3 inches wide at the hook point, lateral thickness of hitch will be max 1 ½ inch minimum 1 inch cross-sectional thickness.

KILLSWITCHES

Kill switches will be mounted a max of 48 inches above hook point and within 6 inches of center of pulling vehicle. Kill switches ring will be 2 inches minimum diameter and must be steel.

PULL-OFFS

Pull-off will be run in order of the class pulled. No dropping of positions in a pull-off situation.

FIRE SUITS

All Classes; Complete fire suit and fireproof gloves are required in all classes. Must meet SFI Spec 3.3c. No tennis shoes are to be worn must have good work shoes or fire shoes.

Driver Protection

All drivers will be required to use an SFI approved 3.3 neck collar

HELMETS

All competitors will wear a full-face helmet. Snell 2005 rating or better

1. All vehicles must have working brakes.
- 2.All pulling vehicles must be equipped with a seat belt.
- 3.Any driver who is out of his or her seat during the pull will be DISQUALIFIED.
- 4.All vehicles must have a working fire extinguisher.

5.Driver's seat must be directly behind the steering wheel.

6.No clutching of the truck will be allowed during the pull.

DRIVELINE SHIELDING

All remaining exposed drive shafts will be shielded 360 degrees by 3/8 inches aluminum or 3/16-inch steel-no thinner. Drive shaft must be completely covered, minimum ¼ inch visible at either end.

FUEL TESTING

Beginning with the 2007-pulling season KITPA will be testing fuel in all pulling classes. Fuel tests will be performed to determine the legality of any and all fuels used by competitor/ members of KITPA. The methods fuels will be tested by will be; 1 } oxygen sensor, 2) hydrometer, 3) dielectric meter, 4) or Styrofoam cup test. Fuel testing may be done for any class at any time.

OXYGEN SENSING

Oxygen sensing will be done at random and will be performed immediately at the end of a competitors pull before the pulling vehicle leaves the track area.

HYDROMETER

A hydrometer may be used to check the specific gravity of any fuel at any time.

DIELECTRIC TESTING

The dielectric meter will be used to test the legality of diesel fuel and gasoline.

Diesel Fuel

Diesel fuel will have a maximum dielectric constant of 4.9 and a minimum of 2.1 or Styrofoam cup test

Gasoline

Gasoline will have a maximum dielectric constant of 2.1 and a minimum of -1

Penalties For Illegal Fuel

Any competitor found using illegal fuel would be suspended for 1 calendar year plus 1 day

Dielectric Variance

Any competitor found with diesel with a dielectric reading of 5.0 to 5.4 or a gasoline reading 2.2 to 2.6 will be disqualified for the pulling session with loss of ALL points and monies earned for that session, this variance may be used once per competitor all subsequent fuel infractions will result in a 1 calendar year suspension plus 1 day

No oxygen carriers or combustion accelerators allowed.

4000lb PRO STOCK MINI TRUCK

Engine

- 1} Small block engines only, 366 cubic inch maximum displacement.
- 2} Camshaft must be solid lift or hydraulic lift only
- 3} Stamped steel or roller rockers only
- 4} No roller camshafts
- 5} No roller lifters – No mushroom lifter
- 6} Factory cast iron cylinder heads & OEM block only (no after market)
- 7} Maximum height from base of carburetor to top of engine block 7 ¼” inches
- 8} * Must be (1) 750 CFM carburetor, or single or double pumper 4150 base plate, no other acceptations, one accelerator pump per float bowl, 2 float bowls may have (2), one per float bowl no acceptations and no other way of injecting fuel into carburetor or intake either at high air pressure side of low pressure side of venturi
 - * Carburetor must have 4 individual holes (measuring inch 11/16) in base plate, 1.717 bottom side dimension, absolutely no single plate or 3 barrel type carburetors, base plates will be measured to insure each of 4 holes are exactly what outside diameter should measure, a gage that has a (go no go) diameter will be installed consistently during inspection
 - *Booster ventries may be altered in shape or size
 - * Internal modifications in float bowls and internal conduits in fuel flow may be altered such as jetting and power valve settings emulsion
 - * Power valves may be blocked off, either plugged or valve installed no exceptions
 - *Any type of additional air flow to carburetor mouth which exceeds 14.7 pounds will not be allowed such as forced induction
- 9} Choke plates may be removed from carburetor, however, the choke housing must remain

complete and in tact.

10} Any after market ignition allowed. No magneto type ignition systems allowed

11} Engine exhaust must exit vertically. Vertical is defined as within 10 degrees of plumb

12} Open headers allowed, exhaust will exit straight back or vertically through the hood.

Frame

1} Factory frame only, frame may be reinforced front to back cannot add on to length of factory frame in the rear.

2} Maximum wheelbase 109- $\frac{1}{4}$ inches

3} Maximum length 153 inches measured from the center of the rear axle to front of weights

4} Rear weights must stay inside of frame – not past the end of factory frame

5} One-ton differential maximum

6} One ton OEM 4 speed transmission maximum, no aftermarket, gears no cut gears

Hitch

1} Hitch may be no SHORTER than 39 $\frac{1}{4}$ inches measured from the center of the rear axle to the hook point

2} Hitch must be stationary in all directions

3} Maximum hitch height 24 inches

4} No L shaped hitches allowed

5} Hitch anchor point can be no higher than 36 inches off the ground

6} Anchor pinhole will be $\frac{7}{8}$ -inch minimum

7} Anchor point will be no further forward than the inside front of the truck bed

8} Hitching device will be a minimum of 3 inches round; there will be a minimum of 1- inch material around the hitching device – Maximum of 1 $\frac{1}{2}$ inches

9} Hitch height adjusters may not be past the end of the factory frame

10} No more than 3-inch drop or rise from hitch tube to hooking point

Tires

1} D.O.T. approved tires only

2} Maximum tire size 33"x12.50x15 tread width maximum

3} Maximum rim width 10 inches

4} Tires must be covered

5} Liquid may be used in front tires only no calcium allowed

6} No cut tires

Body

1} Factory sheet metal only – The hood can be metal and/or fiberglass

2} Firewall must remain in original position

3} Drivers seat must remain in the original stock location

4} No fuel tanks or lines allowed in drivers compartment

5} Battery must be enclosed if mounted in driver's compartment

6} Top of bed must be covered or full factory floor with fender well in tact

7} Windshields will be used other glass optional

8} Factory window tinting only

9} Seat belts are required to be mounted in the driver's compartment

Fuel

1} Gasoline is the only acceptable fuel

2} No oxygen carriers or combustion accelerators permitted

Miscellaneous

1} Weight 4000 pounds no tolerance will be given

2} 1 mechanical drop per pulling vehicle per year puller to be dropped 6 positions

3} The test puller will have the option of accepting the pull or coming back ½ of class after the sled setting is deemed official

4} Sled stops only 8lbs each

Rules locked through 2018 season

5700LB 4X4 HOT STREET STOCK

1). Engine – CYLINDER UNDER BLOCK AMERICAN ONLY (408 CUBIC INCH SMALL BLOCK)

Block can be after market but, must be O.E.M. spec. (Cast Iron Blocks Mandatory).

Crank Shaft to Cam Shaft bore center line, may not be altered in any way. Stock diameter cam shaft journals from factory, No Needle bearing cam bearings, align Honing Block acceptable w/in.(.020) a center line

Cylinder bore spacing center line may not be altered from factory bore spacing measurement; ex: Small block Chevy (4.440)

Cylinder bores must be 90 degrees perpendicular to crankshaft center line, no alteration in angle
Blocks may be filled with filler

Blocks may be bored to any size for pistons, crankshafts any stroke (not 409 not to exceed 408.999 cc. in)

Any machine work to alter crankshaft journal size acceptable on main, Rod bearing journals, Ford and Chrysler may be ground down on crankshaft, diameter to accept Chevy rods and bearings

Engine must be in stock location

No angle milling the deck of blocks must be 90 degrees V block, no exceptions

All head bolt holes must stay in factory location, helicoids acceptable

Deck heights may be changed due to milling, no additional material may be added to deck height to allow longer stroke or longer connection rods ex: 9.030 Chevy deck, may be milled down in size ex: 9.010 but not to exceed 9.030 by installing welding or plate

Cylinder bores may be sleeved; no sleeves can be added to engine w/out having the same cast iron content as factory bore. Ex: no hardened sleeves w/require special stones to hone (chrome, etc.) can be checked with Harden checking tool

The use of titanium rods and pistons prohibited, (Aluminum and cast steel iron composition)

The use of ceramic coated pistons prohibited on upper part of piston that protrudes into combustion diameter

After market cranks, rods, and pistons acceptable w/alterations of diameter, length, pins, rings location, plus widths

Gas ported pistons acceptable

Pistons rings of any material such as cast iron, moly face cast iron, and chrome are acceptable, any other ring materials prohibited, no DYKE type rings allowed (ring material disallowed will be of exotic material in nature) ex: Titanium etc

No dry sump systems allowed or factory wet sump deviations to factory oiling system allowed

Vacuum pumps allowed, any pan evacuation system allowed

No roller cam shafts or lifters

No mushroom lifters or camshafts

Stock diameter lifter bores may be altered in diameter in bore only, underside of block may not be machined in any way, no altering oil hole in block for oiling lifters

Any lifter material may be used with exception of titanium

The use of splayed main caps are accepted along with any type of oil windage devices, any material acceptable

Aftermarket timing chains acceptable along with covers, timing chains must be manually adjustable in regards to valve timing events, absolutely no electrically or centrifugally adjustable timing chains,

that would alter valve timing events while engine is running causing advance or retard of camshaft

CYLINDER HEADS

Cylinder heads must be OEM, must have been in passenger car or truck and produced for public transportation, no exceptions, no factory reproduced type heads from Chevrolet, (ex: Bow Tie or Ford Motor sports or mopar performance or aftermarket, numbers will be checked to verify production numbers)

Absolutely no disguise type cylinder heads and/or heads that can be purchased in mail order type catalogs. If cylinder head does not have factory numbers it will be illegal

Any casting number in casting number book that crosses over to an aftermarket factory cylinder head will be disallowed. (ex: Bow Tie cylinder head, Mopar performance, or Ford Motor sports)

Absolutely no angle milling of cylinder head

Cylinder head must be cast iron material no other alloy or plastic composite material acceptable
Every angle on cylinder head including cylinder head mounting holes must be stock location, no recounterboring stock mounting hole where head bolts tighten down

Cylinder heads can be measured on park plugs side of head to insure an angle milling

Absolutely no alterations to valve angles, must be(ex: 23 degree valve angle on Chevy cylinder heads no 18 degree or anything less then 23 degree) Chrysler and Ford must comply to exact valve angle with no exceptions to factory casting number. If torn down angles will be checked

Absolutely no altering of valve guide location in any way to move valves farther apart to or closer together. No welding or material adding to valve guide areas

Valve guides may be of cast iron or bronze no other exceptions

Any valve material acceptable stock, stainless steel or titanium, sodium filled valves allowed

Hollow stem valves acceptable

No alterations in width of valve location in valve seats that would change center-to-center location of valve guides

No canting valves in nay way, intake and exhaust valve angel must be the same (ex: 23 degree intake 23 degree exhaust)

Exhaust seats must be made of cast iron steel, no beryllium or exotic materials

Intake seats must be made of cast iron steel, no beryllium or exotic materials

No alterations to spark plugs holes from factory locations, heli coils must be same size as stock spark plugs holes

Valves may be grounded on any angle

Valves may be any length

Seats may be grounded or machined to any angle

Valve springs may be any material and size, absolutely no hydraulics or electrical solenoids, spring mandatory

Valve springs seats may be machined for lager spring diameters and lengths

Valve guides may be machined

Valve stems may be any size in diameter (inside and outside)

Retainers and valve locks may be aluminum, stainless steel, or titanium, any other material not allowed

Valve cover mating surface must be stock and mounting bolts must be in stock location

Valve covers may be machined for vacuum pump or other alterations such as rocker arm girdles

Any milling to cylinder head deck surface acceptable must be decked square to existing factory specs

Any combustion chamber acceptable

Any deviations to factory combustion chamber allowed accepting piston dome, no welding or adding of material allowed and no altering of spark plug hole, may grind spark plug for clearance but no

moving stock location of tapped hole

Absolutely no coating of ceramics inside of combustion chamber to allow additional material for excessive heat as to increase combustion chamber temperatures and cylinder pressures

Absolutely no controlled vacuum leaks, all air must enter cylinder internally through intake conduits via low pressure from carburetor, no additional holes allowed

Any pushrod length acceptable

Any pushrod material acceptable, any diameter accepted

Any machining allowed for screw in studs and guide plates, any size acceptable

Must use factory type stamped steel or roller type rocker arms, stainless steel, steel, aluminum accepted. Any other materials not allowed

Valve lash caps acceptable

Any type of aftermarket fasteners allowed in block, valve train, and any other part of engine. (ex: ARP studs)

Valve diameters may be change in any way. (ex: 1.940 stock valves may be increased larger, but can not be enlarged so much as to change the center-to-center measurement of intake guide to exhaust guide). All stock locations must be the same as factory specifications

INTAKE MANIFOLD

Intake manifolds may be single or dual plane manifolds

Intake manifolds must be made of cast iron or aluminum, plastic or composite type manifolds not allowed, no acceptations on materials

All intake manifolds must accept 4150 or quadrajet bolt spacing, any additional holes not allowed

No altering mounting holes in intake manifold, helicoils allowed

Stock location of mounting holes from intake manifold to cylinder head mandatory. No altering any mounting holes that clamp intake manifold to cylinder head

Porting or polishing of intake manifold acceptable

Intake manifold may not be cut in half horizontally or vertically to provide additional porting or polishing work internally to plenum or runner area

Porting and polishing must be done to existing casting while in one piece

Absolutely no sheet metal type intake manifolds allowed

All intake manifolds must be comprised of a single plenum area with individual intake runners per cylinder with no exceptions

Intake manifolds may be machined to fit cylinder heads but must have the proper angle of stock angle, no altering intake parting line to cylinder head mating surface, which will maintain stock angle

Absolutely no holes in intake port on outside of intake runners

Intake manifolds may have additional coolant conduits added

Any intake manifolds can have aftermarket turtles in plenum area or restrictors in intake conduits or runners

The use of any power additives used to soak into intakes plenum or runners is no allowed

Plenum area of intake manifolds may be altered vertically but must comply to 7 1/4 inches from base of carburetor to engine block. This measurement must be within specification of front of block and rear of block within + or - .005

Welding or material adding to external part of intake manifold to alter aftermarket intake conduits or runners will not be allowed, must use spacer plate to add additional area to plenum, absolutely no additional material to external plates of intake manifold

750 CFM CARBURETORS

(HOLLEY CARBURETOR OR ROCHESTER)

Must be (1) 750 CFM carburetor, or single or double pumper 4150 base plate, no other acceptations, one accelerator pump per float bowl, 2 float bowls may have (2), one per float bowl no acceptations and no other way of injecting fuel into carburetor or intake either at high air pressure side of low pressure side of venturi

Carburetor must have 4 individual holes (measuring inch 11/16) in base plate, 1.717 top side dimension, absolutely no single plate or 3 barrel type carburetors, base plates will be measured to insure each of 4 holes are exactly what outside diameter should measure, a gage that has a (go no go) diameter will be installed consistently during inspection

Booster ventries may be altered in shape or size

Internal modifications in float bowls and internal conduits in fuel flow may be altered such as jetting and power valve settings emulsion

Power valves may be blocked off, either plugged or valve installed no exceptions

Any type of additional air flow to carburetor mouth which exceeds 14.7 pounds will not be allowed such as forced induction

No power additives to fuel system, 116 or less no oxygen carriers no nitrous

No fuel cells will be allowed that have any covers that help facilitate oxygenating to existing fuel causing an oxygen carried fuel

Fuel will be checked on separate basis and checked with specific gravity of fuel being used by competitor

Any fuel line pressure allowed to 13 psi or less, no fuel injection of any type or throttle body allowed

Absolutely no type of air injection system allowed

Any air filtration system such as paper or composite allowed (ex: K&N filters)

Jed changes must be made internally in fuel metering blocks, absolutely no fuel metering blocks can allow jet changes from the outside of carburetor

Choke horns can be removed

Externally the carburetor booster areas where area the booster venturi area may be smothered but bore may not be altered in any way in diameter

External air bleed jets may be removable and adjustable

Any size fuel line acceptable

Fuel may be heated or cooled before fuel enters carburetor

Fuel must only be heated or cooled before it enter carburetor not after in anyway

No fuel additives allowed

No upper cylinder lubricants allowed

All throttle bores must maintain specification from top to bottom

Alterations to throttle plates and screws acceptable, throttle plate can only be worked on cross section, not diameter and thread of screws mounting the throttle plates to shaft may not be altered in thread diameter size, no exceptions

Eccentric cams for accelerator pumps may be altered

Any adaptor plates may be used and may comprise of any material, may be drilled in mounting areas only for installation purpose, carburetor may be installed in any manner (ex: the use of sideways mounted adapters allowed) No mounting part of base plate must exceed 7 ¼ inch dimension aforementioned in intake manifold section of rules

IGNITION SYSTEM

Any ignition system allowed, absolutely no ignition system however may be used that can alter ignition timing internally in ignition box in regards to traction control

Absolutely no type of traction control can be used electrically, hydraulically or other wise

No magneto type distributor allowed

All ignition systems must have use of at least a 12-volt power source

No ignition system may be used that generates its own spark

- 2). Fuel – 116 or less. No oxygen carriers – on Nitrous – No Alcohol carries
- 3). Stock 4 or 5 speed 1 ton, 1 cut gear allowed in 4 speed, 5 speed remain stock. Must have a SFI blow proof bell housing running a duel disc clutch setup and a steel flywheel or scatter blanked if running an automatic transmission. If bell housing has been cut for inspection plate, MUST run steel plate bolted in covering hole (no plate no run)
- 4). Rear end no bigger than 1 ton and must be single wheel pickup style, run center caps on rear axles – no more than 6” off set front to back
- 5). No struts allowed on front. Can have adjustable blocks on front to keep rear end from hitting oil pan. Can run duel shocks on front ---- 48” traction bar front end bolted both ends
- 6). Traction bars cannot be any longer than 76 inches from center of rear axle to where they connect to frame. Blocks on back can be bolted or welded. Can strut the rear end
- 7). Tires 33x12.50 on 10 inch wheel MAX, DOT approved, no cut tires can run smaller tire on wheel – No Recaps
- 8). Hitch
 - * 46 inches minimum from center of rear axle to hitching point
 - * 22 inch height
 - * Must have at least 7/8 pin at anchor point and cannot exceed 3 inches above frame
 - * 3 ½” minimum hole round and no less than 7/8 thickness and no more than 1 inch thickness
 - * No L shape hitches allowed
 - * No more than 3 inch drop or raise from hitch tube to hooking point
 - * Adjusters cannot be past end of factory frame
- 9). Wheel base 134 inch MAX from center of rear axle to center of front axle. Short beds allowed as long as it remains factory wheel base and must follow rule #8
- 10). Cab must have factory windshield, may be gutted. Must have bed sides, no tarp floors. If you are running a floor; do not have bed tarp or tailgate. If floor is cut out, must run a tonneau cover and factory tailgate and covered from bedside to bedside
- 11). Fuel cells must be mounted in bed of truck only
- 12). Batteries can be in cab, must be in battery box. No batteries on weight brackets
- 13). Factory steering box, can run pump – can run full hydraulic steering
- 14). Weights/rack cannot exceed 48 inches from center of front axle. If any weights are run in rear of

truck, cannot be past end of factory frame rail – weights can exceed fender to fender – weight racks/or weights must be at least 12” off ground

15). Safety – shields around u-joints and drive line (360 degrees) ever 3 ft 6” long 2” wide maximum spacing. Shields thickness 3/8 alum, 5/16 steel. Must have drive shaft loops every 3’, at least 1/8 thick. SFI fire suit, (pants, jacked, gloves, collar) and helmet must be worn

16). Must have kill switch and if running electric fuel pump, it must also kill it too

17). Must have factory OEM to brand of vehicle brakes, back does not have to work. No drive line brakes

18). The hood can be metal and/or fiberglass

19). Un-sportsman ship conduct =

* 1st time, drive banned for 1 pulls

* 2nd time driver banned for 5 pulls

20). No gray areas, if it’s not stated here, than means you cannot do it

21). If weights fall off while truck is in motion then disqualified. If you go out of bounds disqualified

22). Engine does not have to match make of body

RULES ARE LOCKED UNTIL THE END OF THE 2018 PULL SEASON

6200 lbs Hot Street 4x4

1) Kill switch mandatory (must be operable, not tied, will be checked for function)

2) No Nitrous Oxide allowed

3) Hitch height 26”

Hitch hole must be 3” wide by 3 ½” long

4) No part of front weight bracket to extend more than 60” from center of front differential. Small tow hook or D ring allowed for towing purposes

5) Hitch point must be at least 36% of wheelbase. Measure from center of rear differential to the back of hole

6) One gas only carburetor

Must be naturally aspirated

No turbo

No nitrous additive

No alcohol

No tunnel RAMS

No oxygenated fuels or additives to change smell

- 7) Tires must be DOT legal
Tire options up to 35" x 12.50
- 8) Open headers allowed, can be down swept or upright
- 9) Pro-fab transfer case allowed or factory
- 10) Wheelbase maximum 134"
- 11) 509 cubic inch limit (1% tolerance)
- 12) Must have SFI safety approved bell housing blanker if automatic. Must have SFI approved harmonic balancer or cover
- 13) Must have drive shaft loops to cover universal joints
- 14) Helmets, fire extinguisher, and fire suits are mandatory
- 15) 1 – ½ ton rear ends allowed, no military rear ends
- 16) Differential housings can be no larger than a 106 housing
- 17) The rear of engine block to center of front axle can be no LESS than 12"
- 18) Truck must have fender wheels, sheet metal, or aluminum to cover motor from end to end
- 19) Trucks must be full body. No Rangers or S-10's, etc. bodies
- 20) Fuel test will be checked randomly by new test equipment
- 21) OEM transmissions and transfer case
- 22) No drop box
- 23) Any conventional style head but no spread port heads
- 24) No big chief or big duke heads

7000 lb Stock Tractors
7000 lbs with driver

410 cubic inch
OEM carburetor match engine of tractor

OEM exhaust and intake manifolds only for engine series used. No custom headers or intakes will be allowed. Manifolds must be tractor manifolds only, no truck, industrial, etc..... Manifolds must match make and model of tractor.

Ag style up draft carb for make/model of tractor/engine on gas tractors. Carbs must be OEM or replacement stock appearing and must bolt to OEM manifold in stock appearing manner, no adapting different carb to manifolds. Combine carbs, airplane carbs, etc..... will not be allowed.

Injection pump must match make & model of tractor

Wheelie bars must hold tractor – 10” height past rear tire minimum of 4” pad

20” hitch height; stationary drawbar no floating

No V-8

Weights not to exceed 11’ from center of rear axle

Stock wheel base – stock farm

No computer running – no data box

Tires 18.4 or smaller –No V-cuts --- No double cuts

No turbo

Engine must match make of tractor (no Cummins engines) ---Ag motors only

No converting diesel into gas

No alcohol

Fender mandatory

Diesel or gas fuel only – gas engines must have governor – No oxygenated fuel – same as other classes

Local people with tractors can hook for a \$50 fee (as long as they meet KITPA rules)

Oliver 1950 --- with stock blower can run this class

Blankets or cans must be run on all vehicles

Rules locked in through 2018 season

8200 Street Stock Diesel Trucks

1). Weight: 8200 lbs max with driver

2). Hanging weights are permitted.

- No boxes

- Suitcase weights only

- No further out than 60” from center of front axle

- NO WEIGHTS IN CAB

- 3). Body: Trucks must retain all OEM equipment must be operable
- 4). Drive Line: Drive line must be OEM from one (1) ton truck or less
- 5). Engine: Engine may be transplanted as long as the engine is from a one ton or less truck
- 6). Exhaust: Exhaust must exit behind the truck
- 7). Fuel: Diesel fuel only
- 8). Hitch:
 - 24" hitch height
 - Reese style hitch only
 - Hitch can be braced but cannot add a pulling advantage
 - Class 5 or better recommended
 - Must have 3" hole
 - Hitch must not be more than 1" thick
 - The hooking point must be a minimum of 44" from center of rear axle to hooking point
- 9). Injection Pump:
 - Stock injection pump
 - No dual CP3's
 - No AG governed P-pumps
- 10). Injection: No Nitrous, propane, or water injection
- 11). Suspension: Rear suspension can be blocked solid. Lateral or traction bars are allowed
- 12). Tires:
 - Tires must be DOT approved
 - No chains or studs
 - Single rear wheel trucks 35" limit
 - Dual rear wheel trucks 33" limit
- 13). Turbos:
 - 2.5 stock appearing turbo
 - No S300 frame charger
 - .200 map groove, no sep or angles
 - 2.5" before and after map groove

- 2.550" plug will be used to tech turbo
- Turbos can be used from any makes or models as long as it's off a one (1) ton or less
- 6.4 Power stroke must retain factory turbo with factory intake wheels

14). Wheelbase: Trucks must run stock wheelbase

15). Intercooler: Stock or OEM replacement, no water to air intercoolers

Rules locked through the 2018 season