

O.M.T.P.A
6000 LB Modified TWD Trucks Rules
2019 Revision

1. Weight of Pulling vehicle plus Driver is 6000 Lbs
2. Truck shall not be any longer than 15 ft from center of rear axle to front of chassis
 - a. Fiberglass lift body front nose is excluded from this dimension
 - b. No additional weight can be added to the front nose of bodies in front of actual chassis
 - c. Chassis may be fabricated metal like modified tractor or modified OEM 1 ton or larger frame
3. Body must resemble that of an OEM truck, T- Bucket style bodies are permitted but must have fenders covering rear tires
 - a. All pulling vehicles must have a bed, if bed floor has been removed then bed must be covered
 - b. Bed should cover at least 90% of rear tires
 - c. No car bodies unless approved by a majority vote of club members
 - d. All vehicles must have a presentable bed
4. Tires can be NO larger than 18.4 x 16.1
 - a. No chains or duals allowed
5. All exhaust must discharge vertically
 - a. No rain caps
6. All trucks are required to have a safety kill switch located at rear of vehicle with a 2" attachment loop

- a. Kill Switch must be located in the rear center of truck (Maximum 12" off center)

- 7. Driveshaft loops are required on all trucks and at to be at least $\frac{3}{4}$ " wide and made of $\frac{1}{4}$ " aluminum or $\frac{1}{4}$ " steel.
 - a. No vehicle will be permitted to pull with more than 18" between loops. End loops cannot be over 12" from the u-joint cover.
 - b. Driveshaft U-Joint cover are required on all u-joints and must cover 360 degrees of u-joint, covers must be at least 6" wide and made of either $\frac{1}{4}$ " steel or aluminum
 - c. If driveshaft brake is used it must be covered 360 degrees including caliper and must be on rear axle pinion not rear of trans.

- 8. Harmonic Balancers with SFI certification do not require any additional shielding
 - a. NON SFI certified balancers are required to have shielding 360 degrees around the balancer of at least $\frac{1}{4}$ " steel and is full width of balancer and front straps of at least $\frac{1}{4}$ " steel and covering at least $\frac{1}{2}$ to prevent forward motion of balancer. Shielding must be securely attached to the engine.
 - b. Hubs are required to be shielded/covered in case of crankshaft breakage

- 9. Engine is limited to 500 cubic inches
 - a. Engines are to be Naturally Aspirated, not external or internal power adders (ie. superchargers, blowers, turbos)
 - b. No 5 inch bore spaced engines allowed.
 - c. 1% allowance on cubic inch limit
 - d. Any combination of heads and intakes allowed
 - e. Engine may be carbureted or mechanical fuel injection

10. Acceptable fuels are gasoline, alcohol, methanol.
 - a. Absolutely no diesel fuel, propane, nitromethane, nitrous oxide, oxygenated fuels
 - b. No nitro based top lube allowed

11. Hitch height is 30", measured from a flat level surface to the top of hitch point.
 - a. Drawbar must have a steel hitching device no less than 1" thick and capable of accepting the most current hook. (currently 3" wide x 3 1/2" long)
 - b. Hitch must be rigid in all directions and solidly mounted to truck frame.
 - c. Hitch point must be clearly visible and painted WHITE with 9" of clearance from the center of the hook on either side and 12" clearance above the hook.
 - d. Absolutely **NO** reese style hitches
 - e. No cables, chains or clevises are allowed to be used in the hitching device
 - f. From point of hitch to center of rear axle must be no less than 18"
 - g. Hitch must remain set at 30" before, during and after pull or disqualification will result

12. Transmission & Clutch
 - a. All vehicles running an automatic trans must run an SFI certified flexplate.
 - b. All automatic transmissions must run an SFI certified 4.1 safety blanket and must cover torque convertor section of bellhousing as well as gear section.
 - c. All vehicles running clutch must run a steel or billet aluminum flywheel, NO cast iron flywheels
 - d. Vehicles running clutch must have Steel bellhousing

13. General Rules

- a.** Truck must be inspected by tech officials before first pull before it will be allowed to compete. Once vehicle and engine have passed tech a decal will be placed on vehicle verifying that vehicle has passed tech.
- b.** All drivers must have a one(1) or two(2) piece SFI approved fire suit and is mandatory to be worn while vehicle is hooked to sled
- c.** All drivers are required to wear at minimum a DOT approved full face helmet.
- d.** Seat belts are required for all pulling vehicles and is mandatory that they are worn while hooked to sled.
- e.** All vehicles are required to have at least one 2.5 lb class B fully charged fire extinguisher and within reach of the driver.
- f.** No Fuel pumps or fuel tanks in the drivers compartment.
- g.** Batteries must be covered and secured and are not allowed in the drivers compartment.
- h.** All vehicles must have engine side shields constructed of either steel or aluminum with a minimum thickness of .060, must cover from pan rail to bottom of head.
- i.** All vehicles must have working brakes and is suggested to have working individual rear brakes.
- j.** All vehicles must have wheelie bars that extend beyond the back of the rear tires 2" to front of pad and should not be more than 12" off of the ground.
- k.** All vehicles are required to use a deadman style throttle that will return to the closed position when released.

- l. All vehicles must have a firewall between driver and engine and constructed of ¼" lexan, .060 steel or 3/16" aluminum.
- m. All vehicles are required to have a neutral light on rear of vehicle near the kill switch
- n. All pulls start with the chain tight, NO jerking allowed.
- o. All vehicles including tow vehicles must be operated in a safe manner before, during and after pull.

14. Vehicle Tech and Tech Man

a. ENGINE TECH

1. No Engine will be pumped over 120 degrees F. This includes prior to starting the engine, after pulling competition and protest procedure discrepancies.
2. Each engine will be pumped before its first hook, before first pull and randomly thereafter by the lottery process.
3. Three (3) trucks will be drawn from a lottery and pumped at each pull.
4. Cylinder to be pumped will be chosen by lottery'
5. Engine must be pump prior to class starting and at least two (2) hours before the advertised start time.
6. Driver/Owner will insure that cranking speed will be 200 RPM's for cubic inch pumping. Tech man not responsible for engine pumping incorrectly due to cranking speed.
7. Any engine found to be over the Cubic Inch Limit will not be permitted to pull, however driver/owner will be given chance to correct problem.

b. Fuel

1. Fuel will be randomly tested at any given time

2. IF Fuel in question does not test correctly the driver/truck/engine will be disqualified for a period of one (1) year and ten (10) days from the date of the incident.
3. Fuel to be tested will be drawn from the vehicle fuel tank or from the fuel pump inlet.
4. Any fuel testing over specific gravity will be illegal for use. Specific gravity spec used is .795

c.Tech

1. Tech Man is a person or persons voted in by club members that have the authority to tech a competitors vehicle.
2. Tech Man will consult with vehicle owner before ANY tech process is started.
3. All Pulling vehicles will be teched prior to start of pulling season. This can be done during the Clubs TECH DAY or before 1st pull of the season that the truck attends.
4. Tech process prior to pull will be at least two (2) hours prior to advertised start time.
5. Once tech has been completed on all vehicles, vehicles will be picked at random through a lottery process to be re teched.
6. Tech Man's decisions are final at the event. Any discrepancies, please see appeal process.
7. Tech Man has the right to determine the legality of the truck at any time. Any other person or persons questioning legality of competitors pulling vehicle should see Protest Procedure.
8. Tech Man has the right to open hood or any panel at any time or make any visual or audible

inspection, tech man will consult with owner prior to this process.

9. Tech Man does not need to hold any certification of any kind to perform any test or make any decision.
10. All drivers must adhere to Tech Man at all times.
11. If anyone strikes a Tech Man, is caught cheating or causing trouble he/she and truck will be denied participation by a majority vote of the association for any period of time to be determined by the association.

15. PROTEST Procedure

1. A protest is when one (1) or more club members have concerns or questions the legality of a fellow competitors vehicle.
2. A protest may be made prior to or following pull
3. A fee of \$150.00 will be held by the Tech Man until engine is pumped. If engine is found to be 500 c.i. or less \$125.00 will be awarded to the truck being protested. If truck is over 500 c.i. Limit \$125.00 will be returned to the protester. The remaining \$25.00 will go to Tech Man
4. Any engine found over 500c.i. limit in protest will be considered cheating and will not be permitted to hook for one(1) year and ten(10) days from that day. This includes truck, driver and engine.

16. Appeal Process

1. Appeal Process is when vehicle owner does not agree with Tech Mans' decision
2. To appeal the Tech Mans decision the driver/owner must appeal in writing to the President of the OMTPA

Modified TWD truck pullers association within five (5) days of disagreement.

3. The President will call a special meeting of the membership to be held within ten (10) days if possible after receiving written notice. The membership will hear both sides of the issue. After discussion, the membership will take a vote by ballot to uphold or overturn the Tech Mans decision.

4. The membership may add additional penalties to the Tech Mans ruling, if they so desire.

17. Any Vehicle deemed unsafe by an official will be prohibited from pulling until the unsafe condition is resolved/ corrected.