



Truck & Tractor Pull

Presented by Montana Pullers Association

Sunday, July 22 @ 2:00 pm

Pre-Register by Saturday July 21 @ 5 pm: \$40 per Class

Register Day of the Event: \$50 per Class

\$10 per Pit Pass

Each driver is allowed two hooks/pulls. Mail or drop off Registration Form to the Marias Fair Office (PO Box 924, Shelby MT 59474) by Saturday, July 21, at 5:00 pm.

Driver Meeting: 1:30 pm, July 22, Before the Event. Questions: Contact Carl Werner at 406-289-0962.

General Rules

A valid state driver's license is required.

Any stock pickup that exceeds the mandatory weight limit for that class after removing all unnecessary parts (i.e. tailgate, spare tire, etc.), has the option pull with a 22" hitch height.

A new to pulling/new to class driver and vehicle will be given one warning for violation of general and class rules. Any noted violations must be corrected before the puller participates in the next scheduled event. Any extreme safety violations as determined by the MTPA will cause the vehicle not to be able to participate in the event. If a seasoned veteran of pulling shows up to an event with a vehicle he/she knows is in violation of the rules such puller will not be allowed to participate in their designated class and will have the option of pulling exhibition. Officials of the MTPA reserve the right to interpret any and all rules set forth herein or any other rules that are in force in any MTPA pull as they see fit. The President has the final decision in all matters.

Drivers must register, be weighed with their vehicle, and complete the required technical inspection 1 hour before the start of each and every pull. No changing of drivers after weigh in.

Each Individual person MUST sign the liability waiver to receive his or her pit passes at each pull.

A vehicle that fails the technical inspection because of non-compliance with the rules and regulations driver and vehicle will be disqualified.

No open alcoholic beverages in the pit or arena before or during the pull. Any driver or pit crew suspected or caught drinking in the pits or arena will be cause for driver disqualification.

Safety helmets, minimum Snell 90, and safety belts are mandatory.

No passengers. No riders shall be allowed in a pulling vehicle when it is being towed or driven. No rider in or on any vehicle in the pit, track, or adjacent areas.

All decisions of the head track official and 2 board members are final.

All track conditions are the decisions of the officials.

Any vehicle will only compete one time per class, except in the event of a pull-off situation.

Any pull, maximum of 75 ft. unless otherwise specified, will have a re-pull option, but must be decided on then, and taken in that class.

The first puller in each class has a re-pull option, but it must be taken in that class.

All are subject to be weighed immediately after their pull at the discretion of the head track official.

Any added weight must be secured and any loss of ballast on the track is subject to disqualification.

No part of pulling vehicle shall interfere with the sled or sled hitch during a pull.

No fuel tanks, fuel lines, radiators, or water hoses are allowed in the driver's compartment.

No battery is allowed in the cab unless securely fastened to the frame and enclosed in a marine battery box.

Fuel tanks must be securely mounted and fastened to pulling vehicle.

Maximum weight for each class includes the driver of that vehicle.

Class will be called once for line-up. Truck will be called a second time, if not in line after second call, truck will be disqualified.

Puller has 5 minutes to hook to the sled after track is ready or if after announcer calls them to the sled. Failure to do so will result in disqualification.

Each vehicle pulls in one class only.

Someone must be in/on the vehicle at ALL times when the motor is being run.

Exhibition pullers must be discussed prior to the end of tech-in and must pay a \$50 hook fee at the discretion of officials.

Sled must move at least 25 feet to have sled repositioned. Only one repositioning is allowed.

The first puller in each class will have the option to re-pull if not satisfied with the first pull. The re-pull must be taken immediately or at the end of the class.

For mechanical reasons only, a puller may drop to last position in the class. This is allowed by the head track official's discretion. Failure of safety equipment does not classify as a mechanical failure.

Drivers will be given one driver pass and one arena pass. The pit crew must be off the track and behind the safety lines after hook has been made.

Tie breakers: a pull off will determine the champion.

A puller that attends an event with a pulling vehicle but is deemed unable to hook to sled under power will receive last place.

Tech and scale area limited to driver plus one.

If a class presents with only one vehicle the driver will receive third place payout after completing a successful pull

STOCK GAS

Maximum weight limit is 6500 lbs., with driver. Any stock pickup that exceeds the mandatory weight limit of 6500 lbs. for the class, after removing all unnecessary parts (i.e tailgate, spare tire, etc.), can weigh as much as 7000 lbs., but has to pull with a 22 in. hitch height.

Factory stock appearance must be retained.

Must be street legal with valid DOT registration. DOT approved tires only. No bar tires or cut tires.

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.

All OEM suspension mounting points must be retained and used. Sway bars, limit straps and camber kits are permitted. The rear suspension must maintain a minimum compression shock travel of 1 in.; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel.

Airbag spring assistance is permitted; airbag compressors must be disconnected.

No ball hitches allowed. Hitch height is maximum 26 in.

Naturally aspirated only. Gasoline or propane are the only acceptable fuels.

Hanging weights are allowed, but cannot extend more than 60 in. from centerline of front axle. No loose weights in cab or under hood allowed.

Seat belts and helmets are required. A fire extinguisher must be within reach of driver. General Rules apply.

WORK STOCK DIESEL

Maximum weight limit is 8000 lbs., with driver. Any stock pickup that exceeds the mandatory weight limit of 8000 lbs. for the class, after removing all unnecessary parts (i.e tailgate, spare tire, etc.), can weigh as much as 9000 lbs., but has to pull with a 22 in. hitch height.

Weights are permitted. Hanging front weights are prohibited. Weights may be added in the bed of the truck. If used, they must be securely fastened.

Front bumper is limited to stock OEM make, or any factory mass produced front bumper.

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

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and OEM floor pan is mandatory.

Radiators must be in the stock location and be of at least stock size.

Factory or aftermarket air to air intercoolers permitted. Water to air coolers are prohibited. Water injection is prohibited.

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

The OEM restraint system is mandatory and must be worn.

The engine is limited to a stock-appearing, OEM make-specific compression ignition engine. NITROUS OXIDE is prohibited along with other oxygen extenders. The use of PROPANE is also prohibited.

Exhaust must be pointed up or down

The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted, dielectric meter readings must be between 30-100.

The fuel injection pump is limited to a stock-appearing, OEM engine model-specific pump only. The use of multiple high-pressure common-rail fuel pumps is prohibited. Power Stroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.

The OEM fuel tank is mandatory and must be used.

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

The hitch must be a receiver style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle. 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 must not exceed 26 in. The hooking point will be measured to the center of the clevis loop.

A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. After market seats are permitted; they must be fully upholstered.

All factory controls (lights, signals, horn, windows, wiper, etc.) must be retained and be operative.

The use of hand-throttle controls is prohibited. Non-OEM rear-end housings are prohibited. It must have been an option in a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or a shield.

Complete headlight and taillight assemblies (all) are mandatory and must be operative.

Complete OEM windshield and windows are mandatory.

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.

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. All OEM suspension mounting points must be retained and used. The rear suspension must maintain a minimum compression shock travel of 1 in.; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected.

The tires must be DOT street tires. Dual wheel permitted in factory equipped vehicles only. Cut tires are prohibited.

Non-OEM transfer cases are prohibited. The transfer case must have been an option in a one-ton or smaller pickup truck. Non-OEM automatic transmissions are prohibited. Aftermarket torque converter, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor mounted shifters 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 with engines running 4500 RPM or more, and using an automatic transmission, must be equipped with a transmission shield meeting SFI Spec 4.1; they 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 the tail housing, with a minimum six inch overlap where it is fastened. All non-blanket-type shields must incorporate two $\frac{3}{4}$ in. by $\frac{1}{8}$ in. 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 with engines running 4500 RPM or more, and 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. Non-OEM manual transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles with engines running 4500 RPM or more. All manual transmissions must be clutch assisted. Sequential shifters are

prohibited. All vehicles with engines running 4500 RPM or more, and 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 11 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 min. 6 inch overlap where it is fastened.

Front bumper is limited to stock OEM make, or any factory mass produced front bumper.

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

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and OEM floor pan is mandatory.

The turbocharger is limited to a stock appearing, OEM/Factory make specific charger. Turbochargers from different years in the same make, may be interchanged. Drop-in wheels are permitted. 6.4 liter Power Stroke engines may utilize the factory twin-turbo configuration

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

The OEM restraint system is mandatory and must be worn.

Water injection is prohibited.

The vehicle must retain the original factory wheelbase and track width. 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.

Seat belts and helmets are required. A fire extinguisher must be within reach of driver.

BE SAFE. HAVE FUN.



Marias Fair Truck and Tractor Pull 2018 – Registration Form & Liability Waiver

Presented by Montana Pullers Association

Pre-Register by Saturday July 21 @ 5 pm: \$40 per Class
Register Sunday July 22, Day of the Event: \$50 per Class
\$10 per Pit Pass

Each driver is allowed two hooks/pulls. Mail or drop off Registration Form to the Marias Fair Office (PO Box 924, Shelby MT 59474) by Saturday, July 21, at 5:00 pm.

Driver Meeting: 1:30 pm, July 22, Before the Event. Questions: Contact Carl Werner at 406-289-0962.

Owner Name: _____ Phone: _____

Address: _____ City/State/Zip: _____

Number of Pit Passes: _____

Year: _____ Make: _____ Model: _____

Class: _____

Vehicle Name (optional): _____

I hereby sign this liability release form on this _____ day of _____, _____. I acknowledge liability and release **Montana Pullers Association** from any and all liability of injuries, loss or damage to personal property that may arise in the event of my participation in **Marias Fair Truck and Tractor Pull** located in **Shelby, MT**. I agree to comply with all rules and regulations set by the event staff as well as the safety provisions.

Signature

Date