

## EASTERN MISSOURI TRUCK PULLERS GENERAL AND EVENT RULES

APPLY TO ALL COMPETITORS AND CLASSES UNLESS SPECIFIED PER CLASS RULES

Entry fee- \$30 for all classes with paid membership. \$60 for non-member 1 time hook fee \*\*.

\*\*Except Street Stock Gas and True Stock Diesel will be \$40 for 1 time only hook fee. If you hook more than 1 time, then the fee is \$60 if you are a non-member.

Membership Fee \$80.00 per class at the first event that the vehicle competes. \$120 after the first event. An additional Driver Fee is \$60.00 per class, **this covers any additional driver and is a one-time yearly fee per class.**

The membership fee covers points series, 1 class entry for that event, and the rights to suggested rules changes in years that rules are open. Only one vote per truck per class entered and must have competed in 50% of the events to be eligible to vote. Must have competed in 50% of the events to receive pay out in point series.

LATE REGISTRATION will be Exhibition Only!!

Registration for each event will end 1 hour before the advertised start time.

Tech Inspection will end 2 hours before the advertised start time.

Entry fee will not be refunded once the event has started, and payouts have been figured.

The driver's meeting will be held thirty (30) minutes before the advertised start time at each event.

All drivers must be of at least 16 years of age. Proof of age may be required.

No riders! No exceptions.

All trucks must be capable of being street legal- all street equipment must be installed unless otherwise specified per class rules. Driver's seat belt and at least one functional brake light mandatory.

DOT tires only.

All vehicles must pass tech inspection and are subject to re-inspection at any time.

All vehicles will be weighed prior to entering the pulling track. **All classes will have a thirty (30) pound max weight tolerance. Pullers will have 2 minutes to make weight and after that they will be required to remove vehicles from scales and adjust and then go back across scales to verify the proper weight has been obtained. Any vehicle that cannot meet the max weight will not be allowed to pull for position or pay outs.** No weight can be added to the vehicle and no adjustments to hitch or tire pressures after crossing the scales.

Protest: any competitor may protest another competitor within their class. The protest fee is \$500 Cash Only per protested vehicle. Fees must be paid prior to the first vehicle in the next class completing their hook or within 10 minutes of the end of the event if the protest is in the last class. Protested item must be declared prior to the inspection. Fee will be refunded to protestor if competitor's vehicle is found to be illegal per class rules. If vehicle passes tech per class rules the protest fee will be given to the protested competitor. In the event a competitor will not allow tech officials to inspect vehicle after being protested or is found to be cheating, that competitor will be dis-qualified and will be banned from EMTP events for one (1) year and a day. All decisions final per tech official. The protest must be submitted to Dwight or Track Officials.

All drivers are responsible for removing parts necessary for tech official's inspection- (air inlet to turbo, air intake, etc.) Must be removed and ready for inspection prior to tech inspection.

Vehicles that do not pass tech inspection may run in the class as exhibition only at discretion of tech official if safety requirements for class are met. If safety is not met no dropping to lower class will be allowed vehicle will not be allowed to pull. Vehicle will run LAST in the class and will not be eligible for prize money or finishing position. If more than one exhibition puller in a class pull order will be in order of registration. Only One Hook for Exhibition Pullers **per year if they fail to meet class rules.**

All vehicles must have a hitch with a minimum 3 x 3-3/4" opening for hook point. Receiver stub must be of solid stock. Receiver stub must be secured with a minimum 5/8" grade 8 bolt or Pin. Will not hook to chain or non-approved hitch. No twisted clevis will be allowed. Bumper hitch must be reinforced and attached to the frame and approved by sled operator before hooking to sled! Any questionable receivers or hitches will be inspected and determined if allowed by the tech committee and sled operator. **THE HITCH MUST BE INSTALLED BEFORE CROSSING SCALES IN PULLING ORDER. IF NO HITCH IS PRESENT PULLER WILL HAVE TWO (2) MINUTES TO OBTAIN HITCH OR PULLER WILL DISQUALIFIED. PULLING HITCH WILL BE AVAILABLE AND THE PULLERS DRIVERS LICENSE WILL BE HELD BY AN OFFICAL UNTIL HITCH IS RETURNED.**

All vehicles may only be entered 1 time per class. VEHICLES MAY PULL IN TWO (2) CLASSES MAX unless time restraints at venue require less, will be decided before event starts so all entries will be correct.

All vehicles must pass tech inspection for class(s) entered. Tech card good for entire season unless stepping down a class. **Two (2) numbers will be randomly drawn at each event and any puller who draws either of these numbers will be reinspected prior to the event starting. These numbers will be posted at the registration window and tech officials will be notified of reinspect by registration. This applies to all classes.** The top 3 trucks MAY be checked at each event and must pass tech after pull without any adjustments or modifications. If the vehicle cannot pass tech inspection after making pull the driver will be disqualified and no distance will be given. The vehicle will be subject to the safety requirements of the lowest class it qualifies

for unless modifications are made between classes to add power or traction- nitrous, dual tires, etc.

No hot rodding in pits or exiting track! Doing so will result in disqualification.

No grace hooks on safety items! Unless stepping up from lower class.

U joint guards and drive shaft safety hoops and engine kill switches are mandatory on all trucks above street stock classes! REQUIRED ON ALL PURPOSE BUILD TRUKS REGARDLESS OF CLASS

Any puller seen or suspected of drinking alcohol will not be allowed to hook and entry fee will not be refunded.

All rules are subject to change if an issue is encountered that is determined to be detrimental to a class.

All decisions made by tech officials and track officials are final.

No arguing with tech or track officials.

Abusive language or actions directed at any official, staff, competitor, or spectator will not be tolerated.

Attempt is defined as movement of the sled; the track official shows the red flag and/ or sled lights go red. Each puller shall get 2 Two attempts only to move the sled.

Option puller must make decision on accepting or turning down the pull prior to leaving the track.

Any discrepancy in option puller decision or disputes in distance shall be taken up with the track officials only.

The sled setting will be determined by the track official and sled operator. This will be finalized within the first three trucks. Once the third truck has recorded a distance the sled setting is set.

Boundary lines shall be clearly marked. Any pulling vehicle that crosses the boundary line prior to the 300' mark shall be disqualified. No boundary line past the 300' mark unless safety is a concern. This shall not include the sled crossing the boundary line.

All Pullers in classes above Street Stock must wear Full face DOT Approved helmet, **neck collar/brace**, SFI fire jacket, fire pants, fire gloves, fireproof shoes including leather footwear. **Vehicle must have a fire extinguisher within reach of the driver.**

All Pullers in Street Stock Gas and True Stock Turbo Diesel classes must wear a DOT helmet.

**Pullers will be allowed three (3) minutes to enter the track when it's their turn to pull unless they are driving multiple vehicles and have just pulled or yet to have officially weighed the vehicle. Track officials should notify pullers that they are on the 3-minute clock and the officials shall make the official time call no one else. After the time limit has expired, they will be disqualified.**

