

Fireworks Country Truck Pull

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4WD Truck Classes and General Rules

1. All drivers must be of legal age to obtain, and hold, a valid drivers license or meet the minimum age requirements of the track. *All minors must have written permission from their parent or guardian.*(09)
2. All drivers must register and sign their own registration forms at the scale. In case of emergency, please contact a board member to notify them you will be late.
3. Vehicles must be weighed with the driver. A twenty (20) pound leeway will be given, any amount over that will move you to the next weight class.
4. All vehicles are subject to inspection before, during, and after competition. All stock trucks must be inspected at registration.
5. A three (3) vehicle minimum is required to make a class. A vehicle may pull a maximum of two (2) classes and must meet the specifications for each of those classes.
6. No entry fee money will be refunded once the pull has started.
7. All pullers must provide their own clevis. Inside diameter of clevis must be a minimum of 3".
8. Maximum drawbar height is 26" as measured from the ground to top of drawbar surface or pivot point. Hitch must be rigid in all directions.
9. *A minimum 2 ½ lb. fire extinguisher with gauge and in working order is required in all Open Stock, Super Stock, Modified and Points trucks. It must be mounted and easily accessible to driver.* (09)
10. All drivers must wear a SFI approved full fire suit and a DOT or Snell approved helmet in Open Stock, Super Stock, and Modified. They are recommended in all others. No open toed shoes are allowed.
11. All windows must be intact.
12. No alcohol fuel allowed except in Modified.
13. Removal of truck box to make weight is not permitted.
14. Weight that is added to vehicle for competition must be securely fastened. No weights are allowed in the cab. Any weight or other object that falls from vehicle that could have been prevented (i.e. hitch, mirror, weights) will result in disqualification.

15. There is to be **no use of alcohol or drugs** by the contestants and pit crew before or during competition. Alcohol and drugs are prohibited in the pit area or track before event is completed.
16. NO passengers are allowed in the vehicle during the pull.
17. *There must be a competent person within 5 feet of vehicle at all times when vehicle is running.* (09)
18. There is no speed limit for the pull.
19. Each contestant will be allowed a second attempt of pulling the eliminator if stopped before 50 feet on a short track or 75 feet on a long track. The eliminator will be moved back to the starting line. If the truck breaks on the first attempt within 50/75 feet, the contestant is allowed to fix the truck and return as the last truck in the class.
20. **NO jerking of the eliminator is allowed! NO shifting!**
21. Any unreasonable or unsafe actions will result in disqualification. No unsafe driving is allowed at any time during the event, in the pit area or on the track.
22. You must stop your vehicle upon signal from the flagman.
23. **No one** is allowed on the track except officials and judges.
24. Judges and officials have the right to stop and disqualify any vehicle or contestant or ask for a tractor to be reweighed or inspected at any time.
25. *Any protest must be filed in writing within 10 minutes of the finish of the class.* (09)
26. *There is a five (5) minutes limit for a "call to track".* (09)

These rules shall stand as a guideline for classes but officials and judges shall make the final decisions for safety. Vehicle qualifications to participate will be at the discretion of the officials and judges. Decisions of the official and judges are final! Any argument will result in disqualification.

PLEASE MAKE YOUR VEHICLES AS SAFE AS POSSIBLE!!!

STOCK CLASSES

5000#, 5500# and 6000#

Vehicle must be street legal. Vehicle must have a windshield, windows, instrument panel, working turn signals, headlights, windshield wipers, and doors. No gutting out! *Removal of inner fenders is allowed. (09)* Vehicle must have unmodified stock front bumper. Any holes in floor must be covered.

ENGINE

1. Any gasoline or LP fuel may be used. No nitrous oxide or diesel. Fuel cells are allowed if permanently mounted behind the cab.
2. Engine must be must be a standard production truck or automobile engine of the same manufacturer as vehicle, with a bolt-in installation using stock parts. No obviously non-stock horsepower influencing equipment is permitted. Factory parts intended for racing or marine use are not permitted.
3. Big block motors are allowed to run in 5500# and 6000# only. Must be correct make for vehicle. *Factory mounting holes can be used for 67-72 Chevy.(09)*
4. Vehicle must have factory carburetor and intake manifold and retain all factory components. No adapter plates. Any stock type single carburetor or stock fuel injection can be used. No Dominators, Predators, etc. No dual feed carburetors.
5. Must have stock factory head and block with factory cast markings. Must have stock rockers, no roller rockers or roller cam.
6. Must have cast iron intake and manifolds unless vehicle came with stock fuel injection.
7. No headers are allowed. Dual exhaust is allowed. You may not run with open exhaust, you must have mufflers.
8. Drivers must remove their own valve covers upon request.
9. Electric fans and aluminum radiators are not allowed.

DRIVETRAIN

1. Universal joint protection and kill switches are recommended for safety reasons, but are not required.

2. *No multiple disk clutches are allowed. Stall converters are allowed. (09) No welded front differentials are allowed.*
3. Dual wheels are not permitted.
4. Vehicle must have unmodified transmission and transfer case.
5. Vehicle must have unmodified stock style brakes.

CHASSIS

1. No weight is to be added to the front of the vehicle. Weights must be inside the box. Weights should be marked and must be secure. No forward mounted bracing for weight bar is allowed.
2. Frame-mounted hitch must be in stock location. It must be located a minimum of 40" for short box and 48" for long box vehicles from center of rear axle to hook pint on clevis, or past stock uncut frame rails, whichever is farther.
3. Suspension must be stock with one shock absorber per wheel. Light overload springs may be permitted at the judges' discretion.
4. Stock springs must be retained. Limited to 10 leaves 5/16" or 1/4" thick only and only factory clamps can be used. There must be movement within the judges' discretion. Suspension lifts are not allowed. Body lifts up to 3" are allowed.
5. No blocks, stilts, or traction devices are allowed. Bump stops must be in stock location.
6. Wheelbase or frame modifications which would influence pulling ability are not permitted. Must have factory wheelbase length.
7. Tires must be DOT approved and be marked no more than 33" tall or 12.5" wide. All tires shall be unmodified street type. No cut tires. Bead locks are not allowed.
8. Flat racks are allowed if street legal and permanently mounted. They must be factory made or well constructed and be able to safely hold a minimum weight of 500 pounds.

DIESEL CLASS STOCK

Vehicle must be street legal. Vehicle must have a windshield, windows, instrument panel, working turn signals, headlights, windshield wipers, and doors. Vehicle must have some sort of front bumper.

1. Must have stuck turbo charger.
2. Must have two inches of rear suspension travel
3. No hanging weights allowed.
4. The standard weight for this class will be 8000#. The hitch must be lowered 1" for each 500# over this standard weight.
5. Tires must be marked no more than 35" tall or 12.5" wide. All tires shall be unmodified street type. No cut tires.
6. Flat racks are allowed if street legal and permanently mounted. They must be factory made or well constructed and be able to safely hold a minimum weight of 500 pounds.

OPEN DIESEL CLASS

1. Kill switch, drive shaft loops and helmets required.

6200# OPEN STOCK

Vehicle must be stock appearing with all windows intact. No lift bodies. *Vehicle must have steel floor and firewall. (09)*

ENGINE

1. Any gasoline or LP fuel may be used. No nitrous oxide or diesel fuel allowed.
2. One engine only is permitted and must be of the same manufacturer as the truck. Maximum of 480 CID.
3. A working safety kill switch is required to be within one (1) foot of hitch and must have a neutral safety light in the rear. Kill switch must shut off fuel pump when pulled. It is recommended to have a main disconnect or battery kill switch

located on the outside of the truck. *Should be secured with a maximum 15# zip tie, if it comes out not due to sled, the pull will stand. (09)*

4. Harmonic balancer guards or an SFI approved balancer are required.
5. *Frost plugs must be covered by .060 steel or aluminum shield from top of frame to block. (09)*
6. Headers are permitted, must be standard type exiting down and back (parallel to frame) or may exit through the hood. Extensions to side or through bed are permitted.
7. Any engine modifications are permitted except:
 - a. Only one carburetor in normal position is permitted
 - b. No tunnel rams, cross rams, TPI, turbo chargers, or superchargers. Engines must be naturally aspirated.
 - c. No sheet metal intake manifolds are allowed.
8. No cantered Windsor heads allowed. No Hemi heads are allowed. Only the following heads allowed, (with the exception that Joseph Wood is exempt through the 2009 season):
 - a. Ford- 460 family Cobra jet or SCJ- aluminum or steel
 - i. 390 family – any heads
 - ii. 400M – any heads
 - b. Chevy - GM manufactured – aluminum or steel big block
 - c. Dodge - Big Block – max. wedge by Indy, steel or alum.
 - i. 360 family – any heads
9. Battery operated ignition up to MSD7 is allowed. No magneto distributors are allowed. Vehicle must retain factory stock charging system (if using any) or none.
10. Any stock type or electric fuel pump can be used. Any belt driven stock type or electric water pump can be used.

DRIVETRAIN

1. All universal joints must be protected by a minimum of 1/8" steel or 1/4" aluminum, full 360 degree enclosure, at least 3" long centered on each U-joint. Must also have 2 loops per drive shaft at least 1" wide.
2. Suspension modifications are permitted.
3. Axles and carriers may be modified. Detroit lockers, spools, etc. are acceptable. *Maximum of Dana 80 rear ends. No square tube or military.(09)*
4. Heavy duty clutches, auto shift kits, and high stall converters are allowed.
5. All automatic transmissions must have a scatter blanket or SFI approved shields. Manual transmissions must have a complete steel bell housing. If homemade, a minimum of 3/16" steel all around the housing for safety purposes.
6. No drop-out or quick change transfer cases. *After market, cast iron, factory style transfer cases are ok.(09)*

CHASSIS

1. Minimum drawbar length is 29% of wheelbase. Hitch length is to be no more than 6" forward from rear bumper and must be easily accessible. The attachment point must be a 3/4" hole for a clevis or a 3"ID horizontal ring for a hook.
2. Weight must not exceed 60" from center of front axle to outer edge of weight. Weights can be anywhere on the frame but they must be mounted.
3. Batteries, etc. may be mounted to the weight bar. *Pony motors are not allowed.(09)*
4. A bumper must be added to the rear of the vehicle to stop the eliminator. It must be a minimum of 24" from the ground to the bottom of bumper.
5. Vehicle must use stock front suspension. Traction bars can be added, front and rear. Multiple shocks are ok.
6. Maximum wheelbase length is 135" unmodified. Must use stock frame. Vehicle must have working brakes.

7. Tires must be DOT approved be marked no more than 35" tall or 12.5" wide. A maximum 10" rim as measured inside bead to bead is allowed. Bead locks are allowed. No paddle, bar pulling, or special off-road tires. Machine siped tires are allowed, but no hand siped or grooving is allowed.
8. Front and rear tires must run half track or less.
9. A neutral safety switch is required to be on the shift linkage. It must be effective in neutral on a standard transmission and park on an automatic transmission. It is recommended to be in a series with the shifter and brake or clutch pedal. NO toggle switches are allowed and cannot be on brake or clutch pedal unless in a series with the shifter.
10. All trucks must have a box, no wood floor or stake boxes allowed.
11. No Fiberglass body or body parts allowed.

6200# SUPER STOCK CLASS

Vehicle must not be stripped beyond safe operating conditions (hood, fenders, doors, etc.). Factory box must have floor or cover.

ENGINE

1. Any gasoline, diesel, or LP fuel may be used. No nitrous oxide allowed.
2. One engine only is permitted and must be of the same manufacturer as the truck. Maximum of 530 CID. No aluminum blocks are allowed.
3. A working safety kill switch is required to be within one (1) foot of hitch and must have a neutral safety light in the rear. Kill switch must shut off fuel pump when pulled. It is recommended to have a main disconnect or battery kill switch located on the outside of the truck. *Should be secured with maximum 15# zip tie, if it comes out not due to sled, the pull will stand. (09)*
4. Harmonic balancer guards or an SFI approved balancer are required.
5. *Frost plugs must be covered by .060 steel or aluminum shield from top of frame to block. (09)*
6. Headers are permitted, must be standard type exiting down and back (parallel to frame) or may exit through the hood. Extensions to side or through bed are permitted.

7. Any engine and driveline modifications are permitted except:
- a) Only one carburetor in normal position is permitted
 - b) No tunnel rams, cross rams, TPI, turbo chargers, or superchargers. Engines must be naturally aspirated.
 - c) No sheet metal intake manifolds are allowed.
 - d) Engine must be located no less than 14" from back of block to center of front axle.

DRIVETRAIN

1. All universal joints must be protected by a minimum of 1/8" steel or 1/4" aluminum, full 360 degree enclosure, at least 3" long centered on each U-joint. Must also have 2 loops per drive shaft at least 1" wide.
2. Suspension modifications are permitted.
3. Axles and carriers may be modified. Detroit lockers, spools, etc. are acceptable.
4. Heavy duty clutches, auto shift kits, and high stall converters are allowed.
5. All automatic transmissions must have a scatter blanket or SFI approved shields. Manual transmissions must have a complete steel bell housing. If homemade, a minimum of 3/16" steel all around the housing for safety purposes.

CHASSIS

1. Minimum drawbar length is 27% of wheelbase. Hitch length is to be no more than 6" forward from rear bumper and must be easily accessible. The attachment point must be a 3/4" hole for a clevis or a 3"ID horizontal ring for a hook.
2. Weight must not exceed 60" from center of front axle to outer edge of weight. Weights can be anywhere on the frame but they must be mounted.
3. A bumper must be added to the rear of the vehicle to stop the eliminator. It must be a minimum of 24" from the ground to the bottom of the bumper.

4. Frame modifications are permitted including drilled holes or added brackets. Tubed frames are allowed. Chassis cannot be made from aluminum, magnesium or other exotic metals.
5. Dual wheels are not permitted.
6. Maximum wheelbase length is 133".
7. Tires must be DOT approved be marked no more than 35" tall or 12.5" wide. A maximum 10" rim as measured inside bead to bead is allowed. Bead locks are allowed. No paddle, bar pulling, or special off-road tires. Machine siped tires are allowed, but no hand siped or grooving is allowed.
8. Front and rear tires must run half track or less.
9. A neutral safety switch is required to be on the shift linkage. It must be effective in neutral on a standard transmission and park on an automatic transmission. It is recommended to be in a series with the shifter and brake or clutch pedal. NO toggle switches are allowed and cannot be on brake or clutch pedal unless in a series with the shifter.
10. *Fiberglass body parts are allowed, but not complete bodies.(09)*

6200# MODIFIED

ENGINE

1. Any engine and drive line modifications are permitted except:
 - a) Engine must be naturally aspirated.
 - b) One engine only with maximum of 650 CID.
 - c) Back of block cannot exceed center of front axle.
2. Harmonic balancer guards or an SFI approved balancer are required.
3. *Frost plugs must be covered by .060 steel or aluminum shield from top of frame to block. (09)*
4. Any gasoline, diesel, or LP fuel may be used. No nitrous oxide.

5. A working safety kill switch is required to be within one (1) foot of hitch and must have a neutral safety light in the rear. Kill switch must shut off fuel pump when pulled. It is recommended to have a main disconnect or battery kill switch located on the outside of the truck. *Should be secured with a maximum 15# zip tie, if it comes out not due to sled, the pull will stand. (09)*
6. Fenders, hoods, and grills may have engine related penetrations.

DRIVETRAIN

1. All universal joints must be protected by a minimum of 1/8" steel or 1/4" aluminum, full 360 degree enclosure, at least 3" long centered on each U-joint. Must also have 2 loops per drive shaft at least 1" wide.
2. Suspension modifications are permitted.
3. All automatic transmissions must have a scatter blanket or SFI approved shields. Manual transmissions must have complete steel bell housing. If homemade, a minimum of 3/16" steel all around the housing for safety purposes.

CHASSIS

1. Minimum drawbar length is 27% of wheelbase. Hitch length is to be no more than 6" forward from rear bumper and must be easily accessible. The attachment point must be a 3/4" hole for a clevis or a 3"ID horizontal ring for a hook.
2. Weight must not exceed 60" from center of front axle to outer edge of weight. Weights can be anywhere on the frame but they must be mounted.
3. A bumper must be added to the rear of the vehicle to stop the eliminator. It must be a minimum of 24" from the ground to the bottom of bumper.
4. Frame modifications are permitted including drilled holes or added brackets. Tubed frames are allowed. Chassis cannot be made from aluminum, magnesium or other exotic metals.
5. Maximum wheelbase length is 133".
6. Tires of any width and tread pattern may be used. Tire size shall be no larger than 34" Cepek or 38" DOT approved tires. Tires can be cut. Wheels cannot be any wider than 18". Bead locks are allowed. Front and rear tires have to run 1/2 track or less.

7. No mud deflectors are allowed.
8. Proof of weight difference with Super Stock tires and Modified tires is required if a change is made.
9. A neutral safety switch is required to be on the shift linkage. It must be effective in neutral on a standard transmission and park on an automatic transmission. It is recommended to be in a series with the shifter and brake or clutch pedal. NO toggle switches are allowed and cannot be on brake or clutch pedal unless in a series with the shifter.