

2023 Sled Pulling Rules



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January 2023, The National Association of Diesel Motorsports (NADM) was founded with the purpose and vision of unifying and solidifying the diesel industry via sanctioned events and promotional support of all racing sanctioning bodies, organizations, clubs, manufacturers, vendors and individual enthusiasts. NADM will petition industry leaders in the diesel aftermarket for guidance insuring progressive growth, expansion, and prosperity for the industry's future. Motorsports promotions will culminate in the offering of NADM sanctioned events including diesel drag racing and sled pulls. In cooperation with existing diesel organizations, NADM will compliment the existing schedules and help coordinate a nation-wide diesel event schedule. This event calendar is open to all organizations seeking to advertise their events and will be hosted on the NADM website. Further goals include the support or sponsorship of events throughout the country via existing organizations. The goal of NADM is not to supply every diesel event in the country, but assist in promotion of diesel events on a national level. Competitive class structures and rules for NADM sanctioned events are in this rulebook, and will remain for the season. Should the need arise for an amendment, all competition members will be notified in writing via e-mail. Rule set goals are to promote safety, provide a competitive field that allows participants to easily compete in multiple organizations and support efforts to stabilize existing rule sets. NADM will form an official "Advisory Panel" of the association. This panel will be composed of elected NADM members that will represent all areas of member interest. Nominations will begin with membership sign up and membership voting commences at a later date. All media and photographers must obtain permission to be on tracks during events and all photos, videos and media become the property of DIESEL Motorsports. DIESEL Motorsports has the rights to use the media, photographs and video taken during events of competitors to further promote sponsors, events and DIESEL Motorsports. All photos taken by DIESEL Motorsports becomes the property there of and all competitors who compete release their permission to DIESEL Motorsports. DIESEL Motorsports retains the rights to prohibit competitors from events who are not deemed professional or has improper registration information and/or vehicle. Duplication or replication of these rules are forbidden without written permission of NADM and all content are copy righted under the laws of the United States of America. © Copyright 2023.

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SLED PULLING RULES/REGULATIONS

Work Stock

The Work Stock (WS) and Hot Work Stock class is designed for daily-driven, on the road pickup trucks (full-bodied diesel pickup trucks). Valid DOT registration and license plates are mandatory. The vehicle may be two or four-wheel drive.

Designation: WS/HWS followed by competition number

Weight breaks: WS-8500 lbs.

REGULATIONS:

Ballast (WS): Ballast is permitted. Hanging front weights are prohibited. Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the bed. No underslung weight boxes or non-production weighted bumpers. Final decisions rest with the NADM Technical Department.

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

Body: The body must be the OEM truck body. The body must retain full sheet metal. Metal after-market hoods are permitted. Fiberglass hoods are permitted with a sheet metal or aluminum skin shield underneath of at least .060” thick. 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. A factory installed pickup bed or commercial style aftermarket bed must be installed.

Brakes: Four-wheel hydraulic functional brakes are mandatory.

Chassis: 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.

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

Credentials: All drivers must have a valid state driver’s license.

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

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Engine (WS): The engine is limited to a stock-appearing, OEM make-specific compression ignition engine

Exhaust: All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are prohibited. If the muffler or catalytic converter have been changed from stock, two 3/8-inch diameter, minimum grade 5, bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.

Fire Extinguisher: A fire extinguisher is mandatory. An on-board fire suppression system is permitted.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. NITROUS OXIDE is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.

Fuel Injection Pump (WS): 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. Powerstroke engines are limited to single HPOP as well. Pumps from different years in the same engine model may be interchanged. Cylinder number specific (IE: 6-cylinder pump on a 6-cylinder engine). Sigma or 12 cylinder pumps are prohibited.

Fuel System: The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.

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

Hitch: The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle or to the axle housing itself. 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 may not exceed 26 inches on 4wd units and 30 inches on 2wd units. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. The hooking point will be measured to top of hitch hook point. **NO CLEVIS HITCHES ALLOWED**

Inter coolers: Factory style or aftermarket air-air coolers are permitted. Water-to-air coolers are prohibited. Any means of cooling the air before the engine, except the air to air cooler is prohibited.

Interior: A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative.

Rear End: Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.

Steering: The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

Street Equipment: Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

Suspension, Front: 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. Final decisions rest with the NADM Technical Department.

Suspension, Rear: 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 one inch; 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.

Tires: The tires must be DOT street tires. Cut tires are prohibited. Trucks utilizing dual rear wheels will be limited to a tire with maximum width of 8” of tread per tire.

Tow Vehicles: Tow vehicles are prohibited.

Transfer Case: Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck.

Transmission, Automatic: Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter 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 and 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 tail housing with a minimum six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer’s instructions) 3/4 inch by 1/8 inch 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.

Transmission, Manual: Non-OEM 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 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 minimum six inch overlap where it is fastened.

Turbocharger (WS): The turbocharger is limited to OEM/Factory make-specific charger only. Turbochargers from different years in the same make may not be interchanged, no adapters, no changes to factory turbo to change its size or internals will be accepted. 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration and may not be modified in any way. The driver will be responsible for making the compressor wheel and bore accessible for Tech Officials to measure bore and inspect the compressor wheel. **All final decisions will be at the discretion of the tech official.**

Water Injection: Water injection is prohibited. All system components must be removed from the truck.

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

Hot WorkStock

Designation: HWS followed by competition number

Weight breaks: HWS -8500 Weight is with driver

REGULATIONS:

Ballast (HWS): Ballast is permitted. Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the bed. No underslung weight boxes or non-production weighted bumpers. Final decisions rest with the NADM Technical Department.

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

Body: The body must be the OEM truck body. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass hoods are permitted with a sheet metal or aluminum skin shield underneath of at least .060” thick. 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. A factory installed pickup bed or commercial style aftermarket bed must be installed.

Brakes: Four-wheel hydraulic functional brakes are mandatory.

Chassis: 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.

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

Credentials: All drivers must have a valid state driver’s license with proof of insurance

Driveline: An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup. Must have Ujoint shields!

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Engine : The engine block must have been available as a factory option on a one ton or smaller pickup truck. Cubic inch limit of 444 CI. Blocks must circulate coolant freely. No hard-filled blocks. Electric water pumps allowed. Electric cooling fans allowed. All other accessories must be powered by factory belting.

Exhaust: All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are prohibited. If the muffler or catalytic converter have been changed from stock, two 3/8-inch diameter, minimum grade 5, bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.

Fire Extinguisher: A fire extinguisher is mandatory. An on-board fire suppression system is permitted.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. NITROUS OXIDE is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.

Fuel Injection Pump: 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 permitted. Powerstroke engines with HUEI fired may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. Cylinder number specific (IE: 6-cylinder pump on a 6-cylinder engine). Sigma or 12 cylinder pumps are prohibited.

Fuel System: The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.

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

Hitch: The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle or to the axle housing itself. 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 may not exceed 26 inches on 4wd units and 30 inches on 2wd units. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. The hooking point will be measured to top of hitch hook point. **NO CLEVIS HITCHES ALLOWED**

Inter coolers: Factory style or aftermarket air-air coolers are permitted. Water-to-air coolers are prohibited. Any means of cooling the air before the engine, except the air to air cooler is prohibited.

Interior: A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative.

Rear End: Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.

Steering: The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

Street Equipment: Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means. Aftermarket tuners and tuning is allowed.

Suspension, Front: 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. Final decisions rest with the NADM Technical Department.

Suspension, Rear: 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 one inch; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is not permitted; airbag compressors must be disconnected and empty.

Tires: The tires must be DOT street tires. Cut tires are prohibited. Trucks utilizing dual rear wheels will be limited to a tire with maximum width of 8” of tread per tire.

Tow Vehicles: Tow vehicles are prohibited.

Transfer Case: Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck.

Transmission, Automatic: Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter 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 and 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 tail

housing with a minimum six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 3/4 inch by 1/8 inch 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.

Transmission, Manual: Non-OEM 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 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 minimum six inch overlap where it is fastened.

Turbocharger (HWS): Hot Work Stock turbos class is to be a stock appearing turbo with a maximum inlet size of 2.58". Turbo will be plugged with a 2.60" plug. Factory compound turbos for 6.4l powerstrokes will be checked at low pressure turbo inlet with same plug. 6.4 Powerstrokes must use factory turbo configuration. The driver will be responsible for making the compressor wheel and bore accessible for Tech Officials to measure bore and inspect the compressor wheel. NO removable plugs or bushings allowed, they must be welded and permanent in turbocharger. MAP groove must be .200 or smaller and billet wheel, Batmo wheel, Wicked wheels are ALLOWED. T4i and smaller turbo flange NO adapters.

Water Injection: Water injection is prohibited. All system components must be removed from the truck.

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

2.5 Turbo Diesel

Ballast: Ballast is permitted. Hanging front weights are permitted but can't exceed 60" to the furthest most point of the ballast from the center line of the front axle. Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the bed. Final decisions rest with the NADM Technical Department.

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

Body: The body must be the OEM truck body. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass hoods are permitted with a sheet metal or aluminum skin shield underneath of at least .060" thick. 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. A factory installed pickup bed or commercial style aftermarket bed must be installed.

Brakes: Four-wheel hydraulic functional brakes are mandatory.

Chassis: 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.

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

Credentials: All drivers must have a valid state driver's license.

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

Driveshaft Loops: All trucks must have at least 6" wide u-joint shields around the rear u-joint constructed of at least 1/4-inch steel or 3/8-inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Engine (2.5): The engine block must have been available as a factory option on a one ton or smaller pickup truck. Cubic inch limit of 444 CI. Blocks must circulate coolant freely. No hard filled blocks. Electric water pumps allowed. Electric cooling fans allowed. All other accessories must be powered by factory belting.

Exhaust: All vehicles must be equipped to direct exhaust upward. Stacks exiting through the hood or fender well are permitted. If the muffler or catalytic converter have been changed from stock, two 3/8-inch diameter, minimum grade 5, bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.

Fire Extinguisher System: A fire extinguisher is mandatory. An on-board fire suppression system is permitted.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. NITROUS OXIDE is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.

Fuel Injection Pump: 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 permitted. Powerstroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. Cylinder number specific (IE: 6-cylinder pump on a 6-cylinder engine). Sigma or 12 cylinder pumps are prohibited.

Fuel System: The OEM fuel tank is mandatory and must be used. Racing fuel cells are prohibited and must be removed from the vehicle.

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

Hitch: The hitch must be a receiver-style hitch; reinforcements are permitted. Reinforcements must not extend forward of the centerline of the rear axle or to the axle housing itself. 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 may not exceed 26 inches on 4wd units and 30 inches on 2wd units. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop.

Inter coolers: Factory style or aftermarket air-air coolers are permitted. Water-to-air coolers are prohibited. Any means of cooling the air before the engine, except the air to air cooler is prohibited.

Interior: A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative.

Rear End: Non-OEM rear-end housings are prohibited. It must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.

Steering: The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

Street Equipment: Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

Suspension, Front: 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. Final decisions rest with the NADM Technical Department.

Suspension, Rear: 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. Rigid or 4-link suspensions are permitted. Air suspension is permitted; the compressor must be disconnected.

Tires: The tires must be DOT street tires. Cut tires are prohibited. Trucks utilizing dual rear wheels will be limited to a tire with maximum width of 8" of tread per tire.

Tow Vehicles: Tow vehicles are prohibited.

Transfer Case: Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck.

Transmission, Automatic: Non-OEM transmissions are prohibited. Aftermarket torque

converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter 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 and 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 tail housing with a minimum 6'' overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 3/4 inch by 1/8 inch 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.

Transmission, Manual: Non-OEM 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 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 minimum 6'' overlap where it is fastened.

Turbocharger (2.5): The vehicle is limited to a single turbocharger. The inducer bore on the compressor housing may be no larger than 2.500''. The inlet will be measured using a 2.550" plug or internal calipers. Bushing of any larger turbo size down to a 2.500 turbo is PROHIBITED. Inducer bore must be non-removable. Turbo compressor covers must be a true-bore inlet. Stepped/ Tapered covers are prohibited. Clipping/ trimming of the compressor wheel is prohibited. The turbo wheel must measure no larger than 2.500" in front of and behind the MWE. The turbo may utilize a stock map width enhancement (MWE) groove, but is to be no wider than .250'' maximum. No MWE alterations will be allowed. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited. Exhaust manifold/ Pedestal bolt pattern shall measure no larger than 3.500" x 2.750" (t-4 flange). Altering of the turbo housing to accommodate a smaller foot or base will not be permitted. 6.4 liter Powerstroke/ 6.7 liter scorpion engines may utilize the factory turbo configuration. The driver will be responsible for making the compressor wheel and bore accessible for Tech Officials to measure bore and inspect the compressor wheel.

Water Injection: Water injection is prohibited. All system components must be removed from the truck.

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

2.6 / 3.0 Smooth bore Turbo Diesel

Designation: 2.6/ 3.0SB

Weight: 8000 lbs. Maximum, with driver.

REGULATIONS:

Ballast: Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle.

Batteries: The batteries must be securely mounted. They may not be located in the driver compartment.

Body: The body must be an OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal aftermarket hoods are permitted. Fiberglass is prohibited. The hood must be closed and securely latched while the vehicle is hooked to the sled. The complete OEM firewall and complete OEM floor pan is mandatory

Brakes: Front brakes are mandatory.

Chassis: 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.

Cooling System: optional

Credentials: All drivers must have a valid state driver's license.

Driveline 2.6: An OEM transmission and transfer case is mandatory. They must have been an option on a one-ton or smaller pickup.

Driveline 3.0 Smooth Bore: Open driveline

Driver Restraint System: A minimum of the OEM restraint system is mandatory and must be worn.

Driveshaft Loops: All trucks must have at least 6'' wide u-joint shields around the rear u-joint constructed of at least 1/4-inch steel or 3/8-inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

Engine: The engine block must have been available as a factory option on a one-ton or smaller diesel pickup truck

Exhaust: All vehicles must be equipped to direct exhaust upward. Two 3/8-inch diameter bolts minimum grade 5 must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the turbo as is practical.

Fire Extinguisher: A fire extinguisher is mandatory. An on-board fire suppression system is permitted.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited. NITROUS OXIDE is prohibited along with other oxygen extenders and the use of PROPANE is also prohibited. All system components MUST be removed from the truck.

Fuel Injection Pump: Maximum “P” series pump allowed. One plunger permitted per cylinder.

Harmonic Balancer: All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1. A shield across the frame under the front of the engine shielding the damper and engine fan area is required.

Helmet: Drivers of all vehicles must wear a helmet meeting Snell SA2010, SAH2010, SA2015 standards, or SFI Specs 31.1/2010, 31.1/2015, 41.1/2010 or 41.1/2015. The helmet must have the appropriate certification sticker affixed inside it.

Hitch: The hitch must be a frame mount. Reinforcements must not extend forward of the centerline of the rear axle or to the axle housing itself. Trick hitches are prohibited. Hook point must be no closer than 44” to the centerline of the rear axle. The hitch must be horizontal to the ground and stationary in all directions. Hitch must not exceed a maximum of 25-degree angle from pivot point to hook point. Bumpers may be notched or removed. The hitch’s height from the ground may not exceed 26 inches on 4wd units and 30 inches on 2wd units. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop.

Protective Clothing 3.0 Smooth Bore: Drivers must wear a jacket meeting SFI specification 3.2A/5 or 3.2A/15. Protective clothing exceeding this specification is permitted. The protective clothing must be labeled with the proper SFI specification.

Rear End 2.6: The rear end must have been an option on a one-ton or smaller pick up. Rear axle bolts must be covered by a cap or shield.

3.0 Smooth Bore: Open driveline, Rear axle bolts must be covered by a cap or shield.

Steering: The vehicle must retain the full, original OEM steering gear. Additional stabilizers are permitted.

Suspension, Front: The factory suspension configuration must be retained. 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. The final decision rests with the NADM Technical Department.

Suspension, Rear: Rigid or 4-link suspensions are permitted. Air suspension is permitted; the compressor must be disconnected.

Tires: The tires must be DOT street tires. Cut tires are prohibited.

Tow Vehicles: Tow vehicles are prohibited.

Transfer Case 2.6: Non-OEM transfer cases are prohibited. It must have been an option on a one-ton or smaller pickup truck.

Transfer Case 3.0 Smooth Bore: open

Transmission, Automatic 2.6: Non-OEM transmissions are prohibited.

3.0 Smooth Bore: Any transmission:

Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter 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 using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and 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 tail housing with a minimum six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer's instructions) 3/4 inch by 1/8 inch 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 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.

Transmission, Manual 2.6: Non-OEM transmissions are prohibited. **2.6 PRO:** Any Transmission: Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles with engines 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 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 minimum 6" overlap where it is fastened.

Turbocharger 2.6: The vehicle is limited to a single turbocharger; the inducer bore on the compressor housing may be 2.6". The inlet will be measured using a 2.65-inch plug or internal calipers. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than .250". MWE groove must be inside neck area where intake cover is measured @ 2.6. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited. 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration.

Turbocharger 3.0 Smooth Bore: - The turbocharger is smooth faced intake housing, limited to a 3.0" inlet, (no map ring) with all air entering through the 3.0" opening. Intake wheel must protrude 1/8th inch inside of opening.

Water Injection: Water injection is prohibited. All system components must be removed from the truck.

Wheelbase: The vehicle must retain the original unaltered factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.

3.6 Single Turbo/ Super Pro Multiple Turbo

These classes will pull together, with 300# weight difference. Other handicaps may be used if there is an agreement of the majority of both classes. The 3.6 (3.6) Single Turbo/ Based on stock chassis, Super Pro Multiple Turbo (SP) is based on a Tube frame.

Designations 3.6/SP

Weight 3.6: 7800 lbs. Maximum with driver.

Weight SP: 7500lbs. Maximum with driver.

REGULATIONS:

Ballast: Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle.

Batteries: Batteries must be securely mounted. They may not be located in the driver compartment.

Body 3.6: The body may be any 3/4-or 1-ton full-sized pickup truck body. The body must retain full sheet metal. The full bed floor must remain intact. Alternatively, two hundred pounds of movable weight must be placed rearward of the centerline of the rear axle in lieu of the bed floor. The complete OEM firewall and complete OEM floor pan is mandatory. Metal after-market hoods are permitted. Fiberglass is prohibited. Tilt-front ends and bodies are permitted, as long as other SS class rules are met. The hood must be closed and securely latched while the vehicle is hooked to the sled.

Body SP: Any full-size truck body style is permitted. It must be painted and reasonably free from rust. Customizing, chopping, channeling, etc., is permitted, but the body must retain the full-bodied appearance. A shield across the frame under the front of the motor shielding the damper and engine fan area is required. If fiberglass body panels are utilized forward of the firewall, a .060" steel or aluminum shield extending the full length of the engine from the top of the frame rail to a level equal to the deck height or the top of the fender well, whichever is greater, must be in place. Shielding must be installed around the turbo and will be inspected by the NADM technical department for sound construction and installation. The vehicle must have at least two functional doors. The doors must open and close from inside and outside. Glass may be replaced with Lexan or other shatterproof material of 1/8-inch minimum thickness. The side windows need not be operational. The hood must be closed and securely latched while the vehicle is hooked to the sled.

Brakes: Front disk brakes are mandatory.

Chassis 3.6: 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.

Chassis SP: Tube frames allowed

Credentials: All drivers must have a valid state driver's license.

Driveline: Open.

Driver Restraint System: A driver restraint system labeled as meeting SFI Spec 16.1 or 16.5 is permitted; this system must be updated at two-year intervals from date of manufacture.

Driveshaft Loops: All trucks must have at least six-inch wide u-joint shields around the rear u-joint constructed of at least 1/4-inch steel or 3/8-inch aluminum that will safely contain the u-joint and the ends of each shaft. In addition, there will be at least one shaft loop in the middle of the drive shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft. On vehicles, so equipped, all intermediate drive shafts must be fully enclosed with a 5/16-inch steel or 3/8-inch aluminum shield. The shield must cover the entire length of the shaft and the universal joints and yokes at each end.

Engine 3.6: The engine block must have been available as a factory option on one-ton or smaller pickup trucks. No aftermarket blocks allowed.

Engine SP: Any compression ignition engine. (Use of larger engines other than one ton or smaller, may be subject to penalties such as hitch height, tire size, or weight.)

Exhaust: All vehicles must be equipped to direct exhaust upward. Two, minimum grade 5, 3/8-inch diameter bolts must be installed in the exhaust pipe in a cross pattern within one inch of each other as close to the final turbo as is practical.

Fire Extinguisher: A fire extinguisher is mandatory. An on-board fire suppression system is permitted.

Fuel: The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted. NITROUS OXIDE and other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.

Fuel Injection Pump 3.6: Maximum "P" series pump allowed. One plunger permitted per cylinder.

Fuel Injection Pump SP: Unlimited.

Fuel Shutoff: All trucks must be equipped with a driver operated fuel shutoff capable of blocking fuel flow to the injection pump. A three-way dump valve is recommended.

Fuel System: Location: All fuel tanks, lines, pumps, valves, etc. must be located outside of the driver compartment and within the confines of the frame and/or steel body. Fuel pressure gauge isolators, with steel-braided line, may be mounted on the firewall.

Helmet: Drivers of all vehicles must wear a helmet meeting Snell SA2010, SAH2010, SA2015 standards, or SFI Specs 31.1/2010, 31.1/2015, 41.1/2010 or 41.1/2015. The helmet must have the appropriate certification sticker affixed inside it.

Harmonic Balancer: All engines must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1. A shield across the frame under the front of the motor shielding the damper and engine fan area is required.

Hitch: The hitch must be constructed of solid material that is properly attached and braced. The hooking point must be at least 44 inches rearward from the centerline of the rear axle. The hitch must be horizontal to the ground and stationary in all directions. The hitch's height from the ground may not exceed 26 inches on 4wd units and 30 inches on 2wd units. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop. The final decision rests with the NADM Technical Department.

Interior: The vehicle must be equipped with one seat for the driver; it must be properly installed.

Master Cutoff: A sled-and driver-operated spring-loaded emergency air shut off is mandatory. The cable must terminate into a two-inch diameter steel ring.

Protective Clothing: Fire suits required in both classes, minimum of SFI 3.2A/1. In flip top bodied vehicles without a firewall or working doors, the driver will be required to wear an SFI 3.2A/5 approved suit. Fireproof gloves, fireproof head-sock, and fireproof shoes must meet SFI Spec. 3.3.

Rear End: Axle and hub bolt shield required to be minimum of 0.060" thick minimum diameter of axle end and hub bolts to be covered on both front and rear axle. Axle and hub bolt shield required to be Minimum 0.060 thick minimum diameter of axel end and hub bolts to be covered on both front and rear axles. Mounting shield cannot be mounted to axel end or hub bolts. A hole may be installed in the center of front shield so hub lock can be operated, so long as hub end or axle bolts are covered.

Suspension, Front: The axle centerline must remain in the factory location. The final decision rests with the NADM Technical Department.

Suspension, Rear: Rigid or 4-link suspensions are permitted. Air suspension is permitted; the compressor must be disconnected.

Tires 3.6 SP: Duals are allowed if DOT tires. Bar & cut tires permitted. 34-18.00-15. Maximum tire size to be 112" circumference, when inflated to 30psi with original bar, not to exceed 18 inches in width before cutting. Maximum of four tires permitted. DOTs and Bar cannot be mixed.

Tow Vehicles: Tow vehicles are permitted.

Transmission, Automatic: Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter 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 using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and 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 tailhousing with a minimum six inch overlap where it is fastened. All non-blanket type shields must incorporate two (or one, per manufacturer's instructions) 3/4 inch by 1/8 inch 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 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.

Transmission, Manual: A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles. All transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles 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 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 minimum 6" overlap where it is fastened.

3.6 Turbocharger: The turbocharger will have a smooth faced intake housing, limited to a 3.6" inlet, (no map ring) with all air entering through the 3.6" opening. Intake wheel must protrude 1/8th inch inside of opening.

Turbocharger, Supercharger SP: Turbochargers are limited to triple-stage configuration. Turbocharger(s) must be enclosed in the engine compartment; they may not be visible from outside the truck. Turbochargers that are not under the hood must be completely shrouded except for inlet/exhaust pipes. Turbochargers under fiberglass hoods must be completely shrouded except for inlet/exhaust pipes. Shrouding must be equal to or greater than .060 steel or aluminum.

Water Injection: Water injection is permitted. Alcohol, methanol, and all other flammables are prohibited.

Wheelbase: The minimum allowed wheelbase is 90 inches; the maximum allowed is 180 inches. The maximum wheelbase variation from left to right is one inch; the measurement will be made using an X pattern (LF-RR and RFLR). The maximum allowed tread width is 102 inches.

STREET LEGAL SEMI TRUCKS

This class is for street legal, licensed semi trucks. This is truly an OPEN class for all semi trucks, but it is definitely NOT a PURE STOCK class.

Designation: ST

Weight of Truck: (22,000 lb. Maximum) Promoter can weigh any truck at any time.

REGULATIONS:

All entries must be a Street Licensed Semi Truck.

The owner must furnish a current registration card for the vehicle at the time of registration and the driver must have a valid CDL license.

Truck must be capable of pulling a trailer on the highway.

All trucks must be driven to pulls.

Ballast: Ballast is not permitted at any point on the chassis. Special trucks, such as oil field trucks that carry additional weight not normally found on a “road ready” truck are not permitted in this class.

Batteries: Batteries must be securely mounted. They may not be mounted in the driver compartment, or forward of the radiator support.

Body: Trucks must have a minimum of 66” from the center of the tandems to the first structural obstruction such as the bunk, toolbox, cab, etc. This is the minimum swing clearance needed to pull a trailer.

Driver: The driver is the only person allowed to ride in the cab while vehicle is on pulling track. The driver may not leave the seat while vehicle is on the pulling track. All direction will be taken from the flagman on the track.

Driver Restraint System: Driver must use seatbelt and shoulder harness if the vehicle is so equipped, when hooked to the sled.

Engine: Engine must be stock appearing. Engines in the truck must have been available in a class 8 series truck.

Exhaust: Exhaust must be directed away from the fuel tank and driver and exit upward. Two 3/8-inch diameter bolts must be installed through the exhaust pipe in a cross pattern within one inch of each other as close to the final turbo as is practical.

Fire Extinguisher System: A fire extinguisher is mandatory. An on-board fire suppression system is permitted.

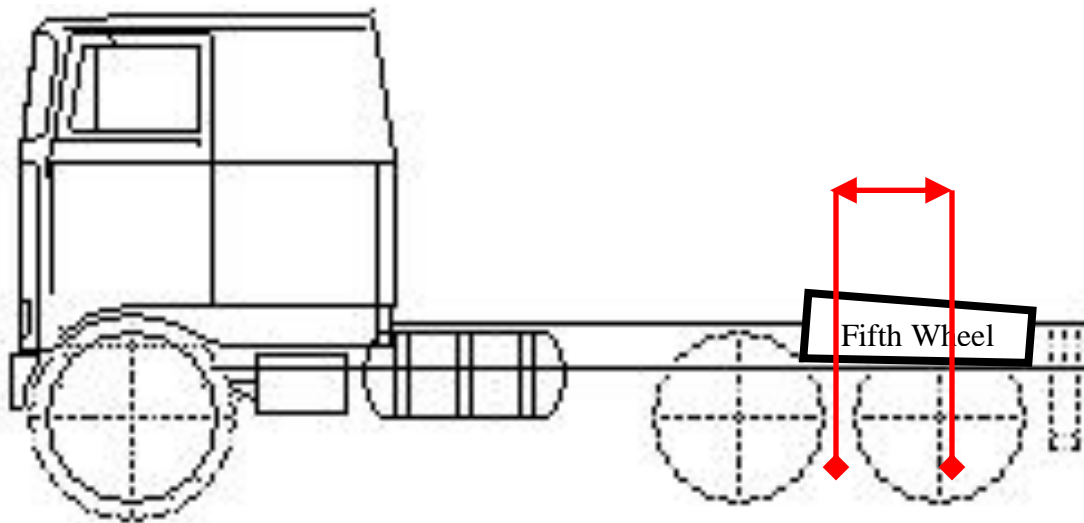
Fuel: Normal pump diesel is the only fuel permitted in the class.

Fuel Pump: Alteration/modification/replacement of the (OEM) original factory fuel pump is not permitted. No fuel pump may be modified with Sigma parts. A Cummins engine must have a Cummins fuel pump- A Detroit must have a Detroit Fuel pump- A Cat must have a Cat fuel pump. Electronic engines must remain electric. No mechanical fuel pumps permitted on electronic engines.

Harmonic Balancer: All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting **SFI Spec 18**.

Hitch: Hitch height is to be determined by promoter. Hitch must work from the fifth wheel with the fifth wheel centered between centerline of the front axle to the center of the two axles.

No further forward then the center of the front axle and no further back then center between the two axles.



Interior: A complete interior, including dashboard, door panels, headliner, etc., is mandatory. Two matching front seats are mandatory. Aftermarket seats are permitted; they must be fully upholstered. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative. **The use of hand-throttle controls is prohibited.**

Steering: The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

Street Equipment: Complete headlight and taillight assemblies (all) are mandatory and must be operative. Complete OEM windshield and windows are mandatory. Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means.

Suspension/Airbags: The use of air bags is permitted. However, no air may be added to or removed from the air bags while the truck is hooked to the weight transfer machine. The height of the hitch must remain the same from start to finish. Any change in the hitch height will be cause for disqualification. **Chaining or blocking of drive axles is not permitted.**

Tires: The tires must be DOT street tires. Cut tires are prohibited.

Transmission: Transmission must have been available in a class 8 truck from factory

Turbocharger(s): a single turbocharger is the maximum permitted. *EXCEPTION- A factory 2006, 2007, 2008 Cat twin turbo is permitted with the factory-installed twin turbo set-up and absolutely no modifications. Also, NTC 475 Cummins factory twin turbo set-ups are allowed.

Water Injection: Water injection in any form is not permitted. No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbocharger or any part of the air intake system.

Wheelbase: Trucks with triple rear axles are not permitted to participate in this class.

Section 2 PULLING PROCEDURES

NADM COMPETITION NUMBERS

All vehicles are required to display their assigned competition/exhibition numbers at all NADM pulling events. Competition numbers are issued to NADM pulling members only and are assigned to one truck only.

DECALS

All vehicles participating in NADM Sportsman Championship events must prominently display the required NADM decals, as indicated in the POINTS-GENERAL sections of the rulebook. Points may be withheld from any contestant who fails to display the required NADM logos in the required locations.

REGISTRATION

Registration for all classes ends 30 minutes before the scheduled start of pulling.

CLASS UPGRADES

Class upgrades are allowed on a pull to pull basis. The truck may go up one class only and it must be registered accordingly for both classes before the pull registration for that event closes.

DRIVERS MEETING

All drivers must attend the drivers' meeting. The meeting is typically scheduled 15 minutes before the pull starts. Failure to attend the drivers' meeting will result in disqualification and loss of all points for the event. It is the driver's responsibility to find out when and where the meeting is to be held.

STAGING

Once a vehicle reaches the front of the staging area for a run, it must be prepared to fire and pull. To be a legitimate pull winner, a contestant's vehicle must self-start and self stage. Push starting or push-staging any vehicle is prohibited. Staging must be done under the vehicles own engine power. Hoods must be closed and securely latched prior to hooking to the sled.

PULLS

All events with pulls scheduled over two days will consist of two separate pulls. The order for each pull will be determined by drawing random numbers. To constitute an official pull, a truck must self-start, self-stage, hook and attempt to pull. For all classes of competition, an individual truck cannot be used for multiple entries. Vehicles must remain in one class with one registered driver for the duration of the event. All pullers will have two chances to move the sled if they let off the throttle before the 100-foot marker. The truck and sled may coast past the marker. In the event of a legitimate mechanical breakdown, the puller will be allowed to unhook from the sled, pull off to the side and fix the malfunction, upon approval by the starting / flagger or Competition Director. The truck may not return to the pits. The pull will continue during the repair. If it is the last truck in the class, the puller will have five minutes to hook from the time the sled is ready. If

a truck has a legitimate mechanical failure in the staging line, the puller may drop back in the order until it is repaired. The truck may not return to the pits. If it is, or becomes, the last truck in the class, the puller will have five minutes to pull from the time the sled is ready. Faking a mechanical failure in order to obtain a better position in line will result in disqualification. The Competition Director's decision is final. At larger pulls (45 or more entries in a single class); the track will be re-dressed after every 25 pulls, or as the weather dictates.

DISQUALIFICATIONS

Any portion of any wheel crossing or touching the boundary lines while pulling will result in disqualification.

Disregard for any flagman or official is grounds for disqualification.

Any driver and/or pit-crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges.

Any loss of ballast while under the green flag will result in disqualification.

Extending any portion of the driver's body outside the driver compartment while the vehicle is hooked to the sled is grounds for disqualification.

DIESEL Motorsports retains the rights to prohibit competitors from events who are not deemed professional or has improper registration information and/or vehicle. Any competitor who has not acted as a professional during and/or after a competition can be reviewed by the DM board for disciplinary action. Such actions can include title removal, no payouts, fines and banishment from competition.

Any competitor representing companies or individuals who owe DIESEL Motorsports past monies will not be awarded purses during the events.

CONTINGENCY AWARDS

Contestants participating in the NADM pulling series have the opportunity to participate in NADM's contingency programs. Programs administered from NADM headquarters will be advertised on the official NADM website: WWW.DIESELMOTORSPORTS.US

Section 3 POINTS AND RELATED PROGRAMS

NADM Sportsman Championship

Contestants must be current members of NADM with a sled pulling endorsement to be eligible to win the championship. Contestants in each of the classes will be competing for the NADM Pulling Series championship title on the basis of total points earned at NADM National events and NADM Pulling Series events. A contestant's overall points (points awarded minus points

deducted) will determine his placement within the pulling series. At the end of the season, all competitors, in the chase for points, will have the option to drop their worst hook. Drivers will be required to attend 50% of the scheduled events to be considered the champion. Members must sign in at the drivers meeting to receive attendance points.

REQUIRED CREDENTIALS

All pullers must have a valid state driver's license. To compete for points and the championship, pullers must purchase a sled pulling endorsement.

POINTS BREAKDOWN

Points awarded

Attendance: 10 points

Final position points

1st Place: 50,

2nd Place: 48

3rd Place: 46

4th Place: 44

5th Place: 42

6th Place: 40

7th Place: 38

Down by two to 12 for 20th place and the remainder receive: 10 points for each.

Points deducted

Failing Tech: 5

Disqualification: 10

Cheating: 10

Pulling in wrong class: 50

POINTS –GENERAL

NADM contestants are permitted to designate another person to drive the registered pulling truck during the pull. This will allow the truck to be placed into competition even if the regular driver cannot attend the pull. All points are awarded to the vehicle, not to the driver. Points are not transferable from one class to another. If an event is disrupted and rescheduled due to weather or other conditions while pulls for a class are in progress, contestants unable to return will be awarded points. Points and payout may be withheld from any contestant who fails to display the required NADM decal(s). The decal(s) must be displayed on the pulling vehicle at all times during any event. Decals must be in a prominent location, somewhere between the front spindle and rear axle and above the axle centerline. Decals may be cut to contour.

Contestants whose vehicles have experienced irreparable damage may leave the event prior to pulling and retain their points and monetary awards. Any contestant disqualified for mechanical noncompliance loses all points for that event.