

RICEVILLE AGRICULTURAL SOCIETY (RAS)

Pull Rules

1. NO ALCOHOL consumption in pit, staging or track area before competition by any competitor or pit crew member.. NO UNSPORTSMANLIKE CONDUCT or FIGHTING. **ANY** violation of above rules will result in DISQUALIFICATION.
2. Track Official's decisions are final in any dispute. However, with a showing of reasonably good cause the track official may revise or reverse his decision.
3. A) The sled will have working brakes and a kill switch system. Brakes and kill switch controlled from operator's platform, with visible indicators of activation.
B) It is at the sleds operator's discretion to apply sled brakes and/or kill switch at any time if the situation is viewed to be unsafe. The operator must immediately notify the track officials of the decision and why it was made.
C) Sled operator maintains the right to REFUSE to hitch any vehicle for safety reasons, (cause harm to participants, patrons, or equipment).
4. Maximum hitch height of **26 inches**. A factory made receiver type hitch must be used.
Hitch must be mounted only to the truck frame and must be rigid in all directions. No drawbar type pulling hitches. Reinforcements may be made from the hitch to the truck frame. No attachments to the frame forward of rear axle centerline. A minimum size hook opening of 3"x3.75" must be provided. Hook point may be no closer than 44" to rear axle centerline.
5. Fire suppression equipment will be available with trained staff.
6. First Aid trained staff will be in attendance.
7. NO ONE on the track other than Flag person, Competitor and Sled operator during competition.
8. All vehicles must operate in a safe manner within the confines of the pit, track, staging area, and event grounds. **MAX 10 km.**

9. All vehicles are required to have a qualified operator in the seat while the engine is running.
10. ALL competitors MUST wear mandatory helmets. Helmets must be minimum of Snell 2010 or DOT certified. All competitors must wear shirts, closed toe shoes, and long pants are recommended when in the immediate track area and hot pit area.
11. All competitors must have BOTH hands in full view of flag person, hitch person, and have vehicle in PARK or NEUTRAL while hooking and unhooking from the sled.
12. Drivers are to remain seated and have the seat belt on during pull.
13. Driver only in/on vehicle while being driven or towed. Driver only on tow vehicle (if used) NO RIDERS.
14. No competitors under 16 years of age. Ages 16-18 with parent/guardians written consent required.
15. NO mixing of classes. No open class. No outlaw class. Exception to this rule may be made by RAS Truck Pull Director only.
16. Driver may only compete once in each class.
17. All vehicles are subject to Tech. Inspection, MUST meet all safety and vehicle requirements.
18. Non-compliance of rules and/or procedures by driver, pit crew or vehicle is cause for DISQUALIFICATION.
19. The RAS Truck Pull Director reserves the right to refuse any competitor or vehicle from participating in the event without explanation.

CONTEST PROCEDURES

1. All pulls must start with a tight chain. Vehicle to be CENTERED on hitch point of sled.
2. Each competitor will be allowed two attempts to make a measurable pull if the first attempt is less than 75 feet (see details below).
3. On the first attempt, if competitor lets off throttle before 75 ft., the competitor will be allowed a second attempt even if vehicle comes to rest beyond 75 ft. mark. (Intent is for driver NOT to slam on brakes to stop before 75 ft. mark or at any time but come to a smooth safe stop).
4. The second attempt may be taken immediately, or the competitor may drop to a later position in the class.
5. Pulling order is determined by registration order.
6. In a pull-off, competitors are allowed two attempts to make a measurable pull. No test-puller in pull-off.
7. Vehicle to remain within boundaries of pull track during pull.
8. Mandatory attendance at DRIVER MEETING for all competitors.

RULES ARE FOR THE PLEASURE AND SAFETY OF EVERYONE

4x4 ½ TON GAS TRUCK RULES – 6500lbs

1. The class weight will be 6500 lbs maximum.
2. Trucks must be street legal, licensed and insured for the road.
3. Hitch point is to be the rearmost point of the truck with a maximum height of 26 inches. Reese style hitch only.
4. Suspension stops may be used but there must be movement.
5. All added weight must be secure in the box or on the flatbed. Factory produced snowplow harness and properly mounted winches are permitted. Front bumpers must be original factory production style or equivalent in factory position.
6. Trucks must be OEM fuel and air system for that model vehicle.
7. Pump gas only. No race fuels. No pressurized fuels or oxidizers of any kind. This includes alcohol, propane, nitrous and oxygen.
8. All exhaust must exit behind the cab through a muffler.
9. Aftermarket cold air intakes, exhaust system and a single programmer permitted.
10. Two drive shaft hoops front and rear. Any exposed u-joints to be covered by a minimum ¼ inch thick steel are required if:
 - Engine is performance enhanced
 - Tires measure a diameter of over 33 inches unless original equipment
 - Suspension is modified (including lateral bars)
 - Tires must be in good condition and road worthy.
11. All General Rules apply.

4x4 ¾ TON GAS TRUCK RULES – 7500lbs

1. The class weight will be 7500 lbs maximum.
2. Trucks must be street legal, licensed and insured for the road.
3. Hitch point is to be the rearmost point of the truck with a maximum height of 26 inches. Reese style hitch only.
4. Suspension stops may be used but there must be movement.
5. All added weight must be secure in the box or on the flatbed. Factory produced snowplow harness and properly mounted winches are permitted. Front bumpers must be original factory production style or equivalent in factory position.
6. Trucks must be OEM fuel and air system for that model vehicle.
7. Pump gas only. No race fuels. No pressurized fuels or oxidizers of any kind. This includes alcohol, propane, nitrous and oxygen.
8. All exhaust must exit behind the cab through a muffler.
9. Aftermarket cold air intakes, exhaust system and a single programmer permitted.
10. Two drive shaft hoops front and rear. Any exposed u-joints to be covered by a minimum ¼ inch thick steel are required if:
 - Engine is performance enhanced

- Tires measure a diameter of over 33 inches unless original equipment
- Suspension is modified (including lateral bars)
- Tires must be in good condition and road worthy.

11. All General Rules apply.

SUPER STREET DIESEL 2.6 TRUCKS -8500lbs

1. This class is intended for street driven 3/4 or 1-ton diesel pickup trucks. All vehicles must be licensed and insured for the road. All safety equipment required to pass a safety inspection must be present and operational. Drivers must have a valid driver's license.
2. The class weight will be 8500 lb maximum.
3. Ballast weight: All added weight must be mounted securely in the bed of the truck. No front mounted weight bars or hanging weights. No weight in the cab of the truck.
4. Batteries must be securely mounted under the hood.
5. Body: The body used must have been available from the factory as a production 3/4 or 1- ton diesel pickup. Body must retain all factory sheet metal including the full bed floor, firewall, and floor pan. After market steel hoods will be allowed. No fiberglass hoods. OEM front bumper is mandatory. Rear bumper and tailgate may be removed. No cab and chassis type trucks or flat beds allowed.
6. Interior: The full factory interior must be retained. This includes front and rear seats, console, carpet, headliner, dashboard, and factory glass. The factory seat belts must be in place and are to be always worn while hooked to the sled. A working fire extinguisher must be within reaching distance of the driver.
7. Brakes: 4 wheel hydraulic brakes are mandatory and must be in good working order.
8. Chassis: A factory made frame available in a production 3/4 or 1-ton 4x4 diesel truck must be used. Chassis must match the body for the make and model intended during production. The factory wheelbase for the chassis and body used must be retained. The full factory frame must be retained.
9. Driveline: Transmission, transfer case, and front and rear axle housings must have been available in a factory production 3/4 or 1-ton truck. Swapping from manufacturer to manufacturer is allowed.
10. Suspension: A factory style front suspension must be retained. Ford trucks may convert to aftermarket 4-link style suspension. A full factory style rear suspension must be used. No solid welded suspension. Traction bars may be added. Welding is allowed for traction bar mounting points only. Suspension may be blocked solid with removable suspension stops. At least one working shock absorber is required at each wheel. Air bags will be allowed. No on board air compressors or air tanks.
11. Steering: The full factory steering system must be used. No hydraulic assist or full hydraulic steering. Additional steering stabilizers may be used.
12. Tires: Tires must be DOT approved. No cut or bar type tires. Dual rear wheels are allowed only in conjunction with a factory dually bed.

13. Hitches: Maximum hitch height of 26 inches. A factory made receiver type hitch must be used. Hitch must be mounted only to the truck frame and must be rigid in all directions. No drawbar type pulling hitches. Reinforcements may be made from the hitch to the truck frame. No attachments to the frame forward of rear axle centerline. A minimum size hook opening of 3"x3.75" must be provided as per general rules. Hook point may be no closer than 44" to rear axle centerline.
14. Engine: Any diesel compression ignition engine available in a North American made 3/4 or 1-ton truck may be used. No aftermarket heads or blocks. Maximum displacement of 460 cubic inches. Engine swaps from make to make, model to model, or year to year will be allowed. Front of engine block may not be mounted more than 17 inches forward of front axle centerline. Coolant must circulate freely in engine block and cylinder head. No hard filled blocks or heads allowed. Must be equipped with a radiator in the stock location.
15. Fuel injection system: Fuel injection pump is limited to a stock appearing OEM engine make specific pump only. No agricultural type governors. Dual high-pressure common rail pumps. Must use OEM throttle-pedal assembly permitted.
16. Fuel delivery system: The factory-installed fuel tank must be used. No aftermarket fuel cells. Diesel fuel only.
17. Intercoolers: OEM equipment or aftermarket replacement air-to-air intercoolers only. Must be mounted in stock location. Water to air intercoolers are prohibited unless factory equipped.
18. Turbocharger: The turbocharger compressor inducer size limit for the class is 2.6" (66mm). Single turbo only unless factory equipped.
19. The following turbocharger configurations will be allowed:
 - OEM factory production appearing turbocharger for the make and model year of engine used with a maximum inducer size of 2.6"/66mm. To be considered an OEM appearing turbo the factory compressor housing must be retained with an unmodified map enhancement groove as well as the factory centre section and turbine housing.
 - Borg Warner S300 series turbochargers will be allowed with a maximum inducer size of 2.6"/66mm. Turbo must use an unmodified compressor housing retaining the factory type map groove as supplied from Borg Warner. S300 style turbine housing must be used with a maximum of a T4 flange size. Reproduction type turbochargers using an S300 frame size will be allowed at the discretion of the tech committee.
 - Garrett GT40 series turbochargers will be allowed with a maximum inducer size of 2.6"/66mm. Turbo must use an unmodified compressor housing retaining the factory type map groove as supplied from Garrett. GT40 turbine housing must be used with a maximum of a T4 flange size.
 - Ford Powerstroke 6.4 litre engines may utilize the factory compound turbo configuration. Turbo must not be modified in any way. Atmospheric turbo must retain the factory inducer bore of 2.59".
 - Any other turbocharger may be used with a maximum inducer size of 2.6"/66mm. Any turbo other than those listed above must use a smooth bore configuration. This means no map enhancement groove is allowed. Compressor wheel must protrude a minimum of 1/8" into the 2.6" bore. No provisions for air to enter the compressor wheel other than through the 2.6" bore will be allowed.

20. Turbochargers will be inspected using a 2.650" diameter plug. Plug must not be able to contact face of compressor wheel. Competitors may be asked to make their turbochargers accessible for inspection at any time before or after a pull.
21. Injectables: No Injectables of any kind will be allowed; Nitrous, water, propane, etc. are prohibited. All system components must be removed from the vehicle.
22. Exhaust: All vehicles must be equipped to direct exhaust upwards rearward of the cab, using either a stack through the bed floor or a 90 degree turn up installed securely on the tailpipe. Two 3/8" diameter cross bolts must be installed in the downpipe at 90 degrees to each other and within one inch of each other as close to the turbine housing as possible. No more than 12 inches from turbine housing to cross bolts.
23. Air shut off: A guillotine style air shut off must be installed in the intake tract prior to the turbocharger inlet. Air shut off will be activated by a cable extending to the rear of the vehicle and will terminate with a 2-inch diameter ring as per general rules. A second cable shall be routed into the driver's compartment within easy reach of the driver while seated.
24. Driveshaft loops: All trucks must have at least one driveshaft shield around each universal joint in the truck. This shield shall completely cover the joint being protected. The shield may be steel or aluminum and must be at least 1/4" thick. The rear driveshaft shall have a minimum of one restraining hoop located approximately mid length of the driveshaft. This hoop shall be steel or aluminum and must be at least 1/4" thick and securely mounted.
25. Flywheel/Flex plate: Standard transmission trucks must use an SFI approved steel flywheel and clutch assembly. Clutch waiver forms must be filled out and always remain with vehicle. Forms can be downloaded from the OTTPA website. Automatic transmission trucks must use either an SFI approved flex plate or an SFI approved bell- housing blanket.

PRO STREET DIESEL 3.0 TRUCKS – 8200 lbs

1. The class weight will be 8200 lb maximum.
2. All trucks are subject to inspection at any time, any truck in default of the rules will not be allowed to pull. No Exceptions.
3. No demo or grace hooks are allowed unless under invite by the RAS TRUCK PULL DIRECTOR.
No Exceptions.
4. The OEM Chassis is mandatory. The vehicle must retain the full OEM chassis that matches the length of the OEM body. Wheel tubs, back-half conversions, tube chassis are prohibited. Vehicle wheelbase must not exceed an OEM Production 3/4 or 1 ton truck, if wheelbase is lengthened from OEM cannot exceed 158", body must be lengthened to match. No Cab and Chassis trucks permitted. Rigid suspension allowed. No airbags. Hydraulic steering is allowed.
5. The body must be an OEM truck body, including the complete OEM floor pan and must retain complete OEM firewall in factory location. Complete bed floor, hitch is allowed to protrude thru the bed floor w/ minimum amount of floor removed. No flatbeds permitted. The body must retain the full sheet metal, aftermarket steel hood is permitted. The hood must be closed and securely latched while hooked to the sled. Headlights, taillights, marker lights and front bumper must be present.

6. Maximum engine size will be 460 cubic inch. Engine must have SFI harmonic balancer. No engine driven fans allowed. Engines must come from factory in one ton or smaller diesel pickup truck. Engine must remain in engine compartment as intended by manufacturer. Engines may be interchanged between manufacturers.
 - No aftermarket blocks permitted.
 - Head must be OEM for that brand engine. No billet heads of any material.
7. Front of engine block can be no farther forward than 17" of center line of front axle.
8. No batteries to be mounted in cab of truck.
9. Minimum of one functioning reverse light.
10. All engines will have a deflection shield, running the complete length of the block casting, height to be to bottom of head. Shield must be securely fastened and must be .060" thick (This equates to a steel inner fender)
11. Hook point must be no closer than 44" of center line of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted to center line of rear axle or behind. Hitch must not exceed a maximum of 25 degrees angle from pivot point to hook point. No hitch supports or adjusters fastened to the rear axle housing shall be above the centerline of the rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.
12. The turbocharger is smooth faced intake housing, limited to a maximum of 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.
13. Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" away from turbine wheel.
14. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.
15. Water injection is prohibited. All components must be removed from the truck.
16. Air shut off must have a cable that goes to the rear of the truck operated by the sled operator and also one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter metallic ring to attach the sled.
17. Fuel Systems: Maximum of one P7100 pump, limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps or HPOPs is allowed. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat, required for mechanically injected trucks only.
18. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
19. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
20. Must run DOT approved tire. Maximum measured tire height 35", tire to be marked 35/12.5 or metric equivalent no studded tires or chains. No alteration to DOT tires allowed. Dual rear wheels are permitted on rear axle only. Maximum of 6 tires.
21. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of the truck. If weights are in the bed of the truck, they are to be securely fastened to the bed of the truck.

22. Drive train will consist of the following: OEM front axle, OEM transfer case, OEM automatic or standard transmission available in 3/4 or 1 ton trucks, and OEM rear axle. No planetaries permitted.
23. All trucks must have working front and or rear brakes.
24. Automatic or manual transmissions must have functioning clutch safety switch or neutral safety switch.
25. No cast iron clutches or flywheels permitted, must be SFI approved. SFI bell housing blankets and or SFI blow proof bellhousing required. Automatic transmissions must have a full length blanket or shield, must meet SFI 4.1.
26. All trucks must have at least one u-joint shield around each driveshaft u-joint on the truck. This shield shall completely cover the joint being protected. The shield may be steel or aluminum and must be at least 1/4" thick. The rear driveshaft shall have one restraining hoop located approx. mid length of the driveshaft. This hoop shall be steel or aluminum and must be at least 1/4" thick and securely mounted.
27. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
28. Class rules subject to change after pit meeting, as per the RAS Truck Pull Director's decision.

HIGHWAY TRACTORS

1. All Highway Tractors must be licensed, insured and highway legal.
2. All Highway Tractors must be single or tandem axle drive with no lift axles (due to excess gross vehicle weight). No tri-drive trucks.
3. No additional weight allowed.
 - a. crane loaders, skid steer loaders or excess chains.
4. No secondary fuel
 - a. propane or nitrous.
5. The fifth wheel hitch will be used. Hitch height to be 26".
6. No chain suspension or blocking suspension to be allowed.