

RRVPA General Rules and Contest Procedures

1. Official RRVPA Classes

1.1. Tractor

- A) 6200 Limited Modified
- B) 6500 Modified
- C) 7500 Open
- D) 9500 Hot Stock Farm
- E) 9500 Open

1.2. Truck

- A) 6200 Pro Stock Gas
- B) 6500 Open Gas
- C) 8500 Modified Street Diesel
- D) 8500 Pro Street Diesel
- E) 8000 Super Stock Diesel
- F) 6200 TWD Truck

2. Membership Fee & Date

- 2.1. Any person can become a member of RRVPA at any point during a calendar year
- 2.2. Membership fee is \$50
- 2.3. To be eligible to vote at annual meeting, membership must be paid at or before the annual meeting.
- 2.4. Member benefits
 - A) Reduced hook fees
 - B) Each member competition vehicle will receive 3 pit passes for each RRVPA event
 - C) Class points championship
 - i Points payout if competed at minimum percent of events
 - ii Jacket and Plaque or cash value option (not both)
 - D) Event winners will receive trophy for first place finishes with events listed
 - i Limited to one per year

3. Insurance Fee & Date

- 3.1. Member insurance is required for each competition vehicle before hooking sled
- 3.2. Insurance Fees
 - A) Can pay the day of a pull - \$200
 - B) Pre-entry paid by 1 May - \$150

4. Points Fund Payout

- 4.1. Members will accumulate points at all events from the date they buy their membership and insurance.
 - A) Points will **not** be back dated and no back dating payments for points
 - B) Points must be obtained by vehicle not driver.
 - C) If at the end of the season points races result in a tie, the highest amount of first place finishes will determine an overall points winner. If a tie occurs, the next place position (2nd, 3rd, and so on)
- 4.2. RRVPA special benefit events will award 25 hook points and no placing points

4.3. Points Structure

- A) 15 Hook points will be awarded for hooking the sled. See 12.11 for definition of attempt
- B) Placing points will be awarded as follows. 1st place 15 points, 2nd place 14 points, 3rd place 13 points.....And so on.

4.4. Member vehicles must hook 51% more of annual RRVPA points events to receive end of year points payout.

5. **Registration and Hook Fees**

5.1. Temporary membership is a 1 time hook fee of \$20 and \$30 for insurance.

- A) Temporary members will not accumulate points
- B) Temporary members will receive 1 pit-pass for each registered and paid competition vehicle

5.2. Member Registration and hook fee

A) Preregistered hooks fee \$20

- i Must be done 48 hours before event start time
- ii Preregistration can be submitted at www.rrvpapulling.com/schedule Driver Registration button or by calling/texting 218-639-5325

B) Members not preregistered within 48 hours of event will pay \$50 hook fee

C) Members will receive 3 pit-passes for each registered and paid competition vehicle

5.3. The venue/event promoter has discretion on additional pit-pass and fees

A) RRVPA does not control event admission and pit-pass fees

5.4. Registration, Tech Inspection and Hook Fee payments close 60 minutes before the event start time.

A) If registration is not paid and tech inspection is not complete the vehicle will not compete.

i Late payments, late tech inspection or late arrival to event will incur the following penalties

- 1st offense- verbal warning
- 2nd offense- \$50 late fee in addition to normal fees
 - Must be paid before competing in event
- 3rd offense- vehicle **will not** compete in event
 - \$50 Late fee must be paid before vehicle is allowed to compete at any additional RRVPA events in the calendar year

6. **Tech Inspection**

6.1. Eligibility for any points at any event depends on competitor paying entry fee and passing tech inspection.

6.2. It is the responsibility of each puller to get their equipment inspected and receive a Tech Inspection sticker with current year. If the pulling unit does not have a sticker, it does not pull.

6.3. Sample Tech Inspection sheets available at www.rrvpapulling.com/competitorinfo

7. **Weight Transfer Sled**

7.1. Game Over LLC is the primary RRVPA sled

7.2. Any other sleds used at a RRVPA event must have passed a safety inspection by the North American Sled Owners Association and/or RRVPA approval.

8. **Rain/Cancellation**

8.1. Five (5) Show points for preregistered vehicles that come to a rained out pull.

A) Rained out pulls do not count as an event towards 51% end of year points payout.

8.2. Must be at event or in contact with RRVPA president or a vice president

8.3. If event is in progress and is rained out at less than 50% of event all competitors will receive rain out points only

8.4. If the event is in progress and is rained out at 50% of event the remaining class split will prize money and points.

9. Competition Vehicle Operation

- 9.1. All vehicles are required to drive into position on the track under their own power and leave the track under their own power at the discretion of officials.
- 9.2. Any pulling vehicle left running with operator not in the seat will be disqualified
- 9.3. Driver must remain seated during a pull.
- 9.4. Driver must have complete control of the vehicle at all times.
- 9.5. Driver must have helmet on at all times after hooking to sled and including when exiting the track. Unless engine is shutdown and being towed off track.
 - A) Removal of helmet while on the track will result in disqualification
- 9.6. All vehicles must be in neutral, or park while being hitched and unhitched to the sled.
- 9.7. No portion of the vehicle or weights shall interfere with the sled, chain, or hook during pull or while being hooked or unhooked from the sled.
- 9.8. Contestants must pull at the position drawn within two (2) minutes of the time that the track and sled is ready.

10. Class Jumping

- 10.1. No competition vehicle can pull more than once per class or twice per event if class jumping is allowed.
 - A) The classes a competition vehicle registers for points is determined at the start of the season.
 - B) A **tractor** may register for points in more than 1 class by adding a comparable pulling engine(s) to the chassis. The engine(s) must be installed in the chassis for the higher class and not just re-coupled.
 - i A class must have at least one (1) registered and attending puller to allow jumping into that class.
 - C) If an extreme shortage of competition vehicles exists at a given pull or event promoter requests multiple hooks, jumping of classes will be allowed
 - i This will be determined at the drivers registration of that pull.
 - Points will only be awarded in points class it is registered in
 - Only prize money will be awarded for the additional hook
 - D) Vehicles are required to meet the rules of the class your vehicle is registered, not the class jumping into.
 - E) A class must have at least one (1) registered and attending puller to allow jumping into that class.

11. Contest Procedure

- 11.1. One hook per competition vehicle per class.
 - A) Two individuals can not pull same unit in the same class.
- 11.2. Contestants must be 18 or at least 16 years of age with valid drivers license and a parent's or guardian's consent.
- 11.3. In order to hook to the sled, all safety equipment must be correct per judgment of the Tech Inspector. For major safety infractions, unit will not pull. For minor safety infractions, no pull for next event if not fixed by that time.
- 11.4. Pull order is based on random drawing of all 48-hour per-registrations for each event. All entries after 48 hours pull last
- 11.5. Drivers meeting is one-half hour before the start of the pull, and you must be present in order to pull unless contact has been made with the track official.
- 11.6. All contestants must weigh at the scale provided and must abide by the weights shown scale.
- 11.7. All contestants must hitch height measured to confirm that is not over the maximum for the class.

- 11.8. Driver must shift into neutral and raise hands when hooking sled
- 11.9. The first puller in the class will have the option of test puller. The test puller may accept their distance, come immediately back or drop to last. Track official must be informed by the **DRIVER** immediately following their first pull before leaving the track.
- 11.10. For mechanical reasons only a puller may drop to last position in the class. This is allowed by track judge's discretion.
- A) Safety equipment does not qualify for a mechanical problem.
- 11.11. Puller receives two attempts to move the sled. If on first attempt, driver lifts off the throttle before 100' the puller will return to the start line and receive their second and final attempt.
- A) A pull attempt is defined as any time a vehicle is hooked to the sled and the engine rpm is increased to a point where the turbocharger(s) begin to produce positive intake manifold pressure (spooling), or the driver engages the clutch in an attempt to move the sled, regardless of whether the sled moves forward. Once the turbocharger is spooled or the sled is moved, the attempt is official.
- B) A measurable distance must be made to qualify as a hook
- C) A measurable distance must be made to qualify for placement and points
- 11.12. Puller may spot the sled anywhere in bounds and behind starting line if they wish. This must be done while sled is coming back to the starting line from the previous pull. Only one sled spotting is allowed.
- 11.13. All pulls will start with a tight chain. No jerking of sled is permitted. Excessive jerking of the sled will result in disqualification.
- 11.14. Excessive loss of liquid will result in disqualification, if vehicle is under the green flag. Failure to stop will result in disqualification. Excessive is defined as any steady or intermittent stream equal to a spot on the track of 12 inches in diameter. Major mechanical breakage will not result in disqualification.
- 11.15. A hook will be considered over when forward motion stops. Puller must stop immediately when flagged or be disqualified.
- 11.16. When possible, all contestants must drive off and on the track.
- 11.17. If a vehicle goes out of bounds, touches the out of bounds line or lands out of bounds, the vehicle will be disqualified unless the vehicle has the first hook option.
- A) Out of Bounds is marked with a chalk line
- B) The sled or sled flaps may touch the boundary lines
- C) When disqualified for out of bounds, a driver will receive last place points and prize money (if available) for last place. If more than one driver is disqualified, points will be split between the drivers and any prize money (if available) will be also split between the disqualified drivers.
- 11.18. Loss or failure of safety equipment or equipment belonging to vehicle under the green flag will result in disqualification.
- A) This applies to any lost object, including ballast or mechanical parts, unless a catastrophic failure occurs
- i Catastrophic failure is defined as a major mechanical breakage (e.g., engine, transmission, or primary drive-line) that results in loss of forward motion.

12. Protests

- 12.1. You must be a paid annual member of RRVPA and must be in the same class as the contested unit to protest.
- A) Any person that is to be protested must have placed in the top 3 of their class.
- 12.2. The protester's vehicle will be inspected first.
- 12.3. The protest fee for any challenge other than weight or engine size will be \$100.

- 12.4. The weight protest fee is \$25.00 (to be given to the official judges). If a tractor or pickup is protested the vehicle will be taken to the scale and weighed. If the vehicle is found legal, the owner of the protested vehicle will receive the protest fee. If the vehicle is found illegal, another certified vehicle will be weighed to verify or check the scale for variances and to determine a standard or basis for weight judgment.
- 12.5. The engine size protest fee is \$300.00 (to be given to the official judges). If a tractor or pickup is protested the vehicle will remain in the pit area until after the show. A 2% variation in engine pump accuracy will be allowed. The pump result can be contested, but the puller must be able to prove his legality. Cubic Inches must be within size limit of the class, NOT the pump variance. If a unit is protested and valid inspection seal(s) are intact, the unit will stand as legal.
- 12.6. If the protested vehicle is found to be illegal, the owner and vehicle will be disqualified and the protest fee will be returned to the protester.
- 12.7. The RRVPA Board of Directors will review each individual case of protested disqualification to determine the individual circumstances involved. If the Board feels the violation warrants, they will disqualify the owner and vehicle for 1 year and 10 days.

13. General Rules & Qualifications

- 13.1. Unsportsmanlike Conduct - Any competitor or crew member displaying unsportsmanlike conduct at any RRVPA sanctioned events whether verbal or physical will be reason for that team's loss of points and purse for the event where the actions take place. Any second offense will be cause for the competitor and team suspension for up to one year and ten days from date of infraction.
- 13.2. The use of alcoholic beverages by anyone with a RRVPA pit pass on the grounds before and during the contest is prohibited. This would be considered unsportsmanlike conduct IAW 13.1
- 13.3. No Stock vehicles to pull in Modified classes.
- 13.4. No aftermarket traction control is allowed in any RRVPA class
 - A) Traction Control is defined as any on board computer device that senses an input of increased rpm or lost of traction in the drive train occurring during the run and sends an automatic output to counter this input. This electronic exchange will have occurred without operator input. Operator and manually controlled devices to control traction are allowed

14. Driver Safety Requirements

- 14.1. Helmet required
 - A) Minimum DOT approved rating
- 14.2. Must wear minimum of SFI 3.2A1 driving suit.
 - A) One (1) piece or two (2) piece suits allowed
- 14.3. Fire Retardant Gloves are required
- 14.4. Fire Retardant Shoes are required
- 14.5. RRVPA recommends each driver to wear a neck brace.
- 14.6. Driver must have eye protection. Windshield counts for eye protection
- 14.7. If pulling unit is alcohol fueled, face mask, gloves and shoes are mandatory.
- 14.8. See class rules for any clarification.

15. Competition Vehicle Safety Requirements

- 15.1. **Kill Switch (Sled operated break away switch)**
 - A) All pulling vehicles must have ignition kill switch, fuel kill switch and/or air shutoff.
 - B) Kill switch must be minimum 2" ring for dead-man kill switch that will attach the cable from the sled.
 - i Tractors must be mounted in the center the rear of tractor above hitch
 - ii Trucks must be located within 24" from point of hook and may be six inches off center.

- C) Spark Ignition engines, must break or ground ignition circuit.
 - D) On vehicles with electric fuel pump(s), kill switch must break current to the fuel pump(s).
 - E) Diesel Engines must have an air shutoff, a cable can be used for this.
 - i Must be able to activate shutoff from the operators seat also.
 - F) Turbine Engines must break current to a normally closed solenoid between the fuel control and combustion chamber fuel manifold
 - G) If kill switch is pulled for an unknown reason, and the presiding judge inspects and finds switch capable of operating properly under normal conditions, vehicle will be allowed to re pull.
- 15.2. **Kill switch (Driver operated)**
- A) All competition vehicles must be able to shut down ignition and fuel from operators seat.
 - i All vehicles must have a kill switch in working order within easy reach of driver while seated and harnessed.
 - ii All fuel injected vehicles must have a fuel shutoff valve control within easy reach of driver.
 - iii Automotive Engine with mechanical fuel pump exempt.
 - iv Turbine engine may use solenoid and/or manual control of fuel control setting to shutdown engine
- 15.3. All vehicles must be equipped with a working fire extinguisher, minimum 2.5 pound dry chemical or Halon
- A) Halon not allowed on Diesel Engines
- 15.4. All vehicles must have starter interrupter switch only allowing engine to be started in Neutral position.

General Tractor Rules

1. Chassis

- 1.1. All units must have working brakes.
- 1.2. Modified tractors are a Maximum of 14' center of wheel forward
- 1.3. All tractors must have wide front axle

2. Draw Bars

- 2.1. Minimum draw bar length 18" from center of rear wheel to hook points, to be measured horizontally. Maximum height of 20" from to of hitch parallel to the ground Must be ridged in all directions. Hitch hole is parallel to the ground and must be 1" thick and a hole 3" wide and 3.75" long Hooking point may not be more then 1.5" from the edge of device
- 2.2. No portion of the tractor may interfere with the sled or the hitch during the pull. No trick hitches or cam type rear ends.
- 2.3. All modified tractors must be equipped with an additional safety hitch to qualify for indoor events. The additional hitch must be mounted approximately 6" below the pulling hitch. Safety hitch must be of significant strength to hold the pulling vehicle in the event the pulling hitch breaks. The safety hitch cannot be mounted on any part of the pulling hitch.

3. Engines Internal Combustion

- 3.1. Deflection shields are required both sides of all Engines. Shield must cover entire block casting Made of .060 Aluminum or steel.
- 3.2. Shielding must extend from Upper most part of piston travel to 2" below crank throw.
- 3.3. Exhaust must extend vertically. Outlet must be no less then 1" of opening
- 3.4. Harmonic Balancers must be SFI or shrouded with 1/4" steel.

- 3.5. Must run Electric Fan for cooling, no engine mounted fans.
- 3.6. Turbo Chargers NOT under a hood must be completely shrouded, except for inlet/outlet pipes, with 1/16" steel. Two 3/8 grade 5 bolts cross bolted in the exhaust as close to turbo as possible
- 3.7. SFI Blower restraints required on Supercharged engines.
- 3.8. All exposed components must be shielded
- 3.9. Must run return springs on both sides of Injection butterfly shafts.
- 3.10. Inline Industrial Engines are required (2) 3/8 cable around the head and block between #1 and #2 Exhaust port. 4 clamps and 4" of slack.
 - A) See NTPA rulebook for more information

4. Engines Turbine

- 4.1. Only T-53, T-55, T-58, T-64 and JFTD-12 turbine engines are allowed in RRVPA competition
 - A) No Homemade turbines
- 4.2. No turbine engine will use a clutch/flywheel assembly or an automatic transmission.
- 4.3. Exhaust pipe must extend a minimum of 6 inches above the top of exhaust opening and no smaller than 1 inch of the engine outlet.
- 4.4. All air intakes shall be screened with a metal screen tailing a 3/16" inch or smaller openings.
- 4.5. No turbine engine and governor setting will be operated beyond military temperature and RPM limits.
- 4.6. All Turbine Engines must have 360 degree shroud that extends a minimum of five (5) inches forward and ten (10) inches aft of the turbine section
 - A) Steel turbine engine containment shroud:
 - i Engines under 1500 hp must have 3/8-inch steel shroud
 - ii Engines over 1500 hp must have a 1/2-inch steel shroud
 - B) Composite containment shroud:
 - i Shroud construction metal inner ring-Kevlar layers-metal outer ring
 - ii Minimum metal thickness of .032
 - iii T-53 and T-55 are required to have 25 layers of Kevlar
 - iv T-58, T-64 and JFTD-12 are required to have 40 layers of Kevlar
- 4.7. Two independent over-speed protection devices are required for power turbine wheel(s).
 - A) Governor with setting not to exceed manufacture's maximum specifications
 - B) Over speed shutdown consisting of a speed monitor activating a normally closed solenoid valve located between the fuel control and combustion chamber fuel manifold with trip setting to be low enough to prevent over speed in case of drive-line failure

5. Gear boxes, clutch, flywheel and transmissions.

5.1. Aircraft, Marine, and Industrial

- A) When a gear box is used between the engine crankshaft and the clutch, the gear box output shaft must not exceed 1.5:1 ratio the speed of the crankshaft. No torque converters allowed behind the gear box. The shaft that accepts the flywheel must be made of solid billet steel and 2.25" diameter, to be heat treated 4140 steel, 30-38 Rockwell. All clutch assemblies used in the application must meet current SFI standards. Bell housing s to be bolted to a 1/4" steel plate with minimum of 12 3/8" grade 5 bolts evenly space The 1/4" plate must have Four 3/8" Grade 5 bolts attaching it to the frame The Gear box must be securely fastened frame with 3/8" plate steel, or secured to rear of the engin Gear Box must be constructed of 3/8" steel of 3/4" aluminum. Drivers of these type of arrangements must prove gear box speed
- B) Clutch and Bell housing mounted directly to Engine must be SFI approve All components must be of steel, aluminum, or ductile iron. NO GRAY CAST IRON.

- C) Tractor required to have entire clutch or torque converter area enclose 360 degrees with minimum 3/8" steel. Shield must be covered with SFI scatter blanket. Minimum 12" wide. Must cover all components.

5.2. Clutch and Flywheel Automotive Engines

- A) All Automatic transmissions must have a reverse gear lockout. Must be covered with SFI approved blanket. Torque converters must be shielded 360 degrees.
- B) All Automotive type engines using a clutch, must have a SFI approved bell housing, block plate, flywheel and pressure plate
- C) 1 one inch hole allowed for cooling Inspection/Maintenance holes must be covered by same material thickness of bell.

5.3. Driveline shielding

- A) All drive shafts must be enclosed in 5/16" minimum steel. Inside diameter must be less than 2" of the largest U-joint. Must have Grade 5 bolts every 6" or less or be butt or seam welded
- B) All drive line brakes must be 360 degree shielded with 3/8" steel.

6. Fuel

- 6.1. Check class rules for legal fuels
- 6.2. No nitro-methane allowed in any class

7. Tractor Safety Requirements

- 7.1. All vehicles must have 2 reverse indicator lights, one light visible to driver and one visible to the hooking crew.
- 7.2. Main battery disconnects required in all tractor classes.
- 7.3. All tractors must be equipped with a dead-man throttle Throttle must be closed in rear most position. Must be a two way mechanical linkage Foot throttles must have toe straps.
- 7.4. ROLL CAGES ARE REQUIRED
 - A) Cage must enclose the driver and be Minimum 1.75 diameter by 0.125 thickness.
- 7.5. Tractors must have a ridged high back seat and 5 point Harness.
- 7.6. Fenders and Shields to be constructed to protect the driver from being able to reach the tire from belted position.
 - A) Also must withstand tire failure
- 7.7. Stabilizer Bars (Wheelie Bars) must extend 32" back from center line of wheel, must not interfere with the pulling hitch. Must be 10" from the ground Wheelie bars must be able to support the weight of the vehicle
- 7.8. Front axle skid plate / skis required
 - A) Skid plate must have radius or curve at the bottom front to prevent the front end from digging into the pulling track if front axle fails during pull
 - B) Skid plate must be able to support the weight of the front end when checked with a jack.

General Truck Rules

- 1. Neutral light (clear or white) required. Light to be within 18" of point of hook and clearly visible to hooker. Prostock to have working reverse and brake lights.
- 2. Hanging Ballast may not extend forward more than 60 inches from the center line of the front axle and must be fastened securely. All weights must be securely fastened on the pulling vehicle. Any ballast lost while hooked to the sled will be cause for disqualification.
- 3. Weight bar must have two (2) supporting wheels and be no more than 6" off the ground and within 6" of the front of bar.

4. All modified pickups must be equipped with an additional safety hitch to qualify for indoor events. The additional hitch must be mounted approximately 6" below the pulling hitch. Safety hitch must be of significant strength to hold the pulling vehicle in the event the pulling hitch breaks. The safety hitch cannot be mounted on any part of the pulling hitch.
5. Must have a minimum of 3 loops per drive shaft with a minimum of 3/8 inch aluminum or 5/16 inch steel enclosed 360 degrees, not more than 2" from shaft in any direction. U-joints must be enclosed 360 degrees and shielding to extend 4" from center line of u-joint and be fastened with 3/8 or larger bolts, grade 5 bolts accepted. Must have shielding on drive axle hub bolts. All shields must be securely mounted to the vehicle. Any intermediate shafts must be fully enclosed. (Between Tranny and transfer case.)
6. All trucks must be equipped with a dead-man throttle. Throttle must be closed in rear most position.
7. Hitch to be a maximum of 26" in height to be as measured at point of hook. The point of hook is measured inside the center of the hook opening at the rear upper corner. Hook opening must be 3 3/4" long and 3" wide and horizontal to the ground. Trick hitches are prohibited. The hitch must be horizontal to the ground and stationary (rigid) in all directions. Bumpers may be notched or removed. Draw bar must not exceed 25 degree angle. If adjustable link is mounted to rear axle, the point of mount must be mounted at center line of rear axle or below. Hitch length to be a minimum of 30% of vehicle wheel base measured from center line of rear axle to the point of hook. example 103" WB X 30% = 30.9"

