

Brooksville Pulling Association General Safety Rulebook

PULLING/PULLER INSTRUCTIONS

Before the Start of the Pull:

1. Read rule book completely.
2. Park in pits at the designated area for each class, if provided.
3. Have tech inspector check your truck before Weigh In.
4. Drivers are responsible for registering in the correct class, ask if you don't know.
5. Weigh your truck, register, and sign waiver form.
6. Check your hitch height.
7. Attend Drivers' meeting at designated time.
 - a. Drivers' meeting is where the following information will be given: class order, line up order, and any general safety information for the event.

When it is Time to Pull:

1. Have your truck ready to pull when your class is called.
2. Proceed to line up and get in order. Track officials will help.
3. Follow instructions from track officials.
4. Proceed on to track, back up to sled. Hook man can aid you in backing up.
5. Put truck in neutral, and then raise hands to show your truck is out of gear. Hook man needs to see your hands.
6. Follow instructions from track official.
7. Tighten chain slowly, do not jerk the sled.
8. Do not leave start line until green flag is waved by both flag man.
9. When red flag is waved, STOP! (If you are still moving, stop slowly or the sled will hit you from behind).
10. When the pull is over, follow flag man's instructions: Back up slowly, put truck in neutral, raise hands to show your truck is out of gear. Hook man needs to see your hands.
11. Exit track at a slow speed (idle speed), proceed to scales, or if in pull-off, proceed to designated area.

General Rules and Regulations

1. All contestants will draw for their pulling position at the time of registration.
2. Pulling vehicles must be operated in a safe manner at all time within the confines of the track, pits and staging areas. Idle speed or tow vehicle only when moving around. BPA Officials have the right to stop and disqualify any vehicle if it is not being operated in such a manner as would be considered safe.
3. Operator must remain seated during the pull and must have complete control of the vehicle at all times.
4. Only the driver will be allowed on a vehicle when it is being towed or driven. **NO Riders.** This will be grounds for disqualification.

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5. Entries close 30 minutes before pull is scheduled to begin. Any puller arriving late must receive approval from track judge.
6. All pulls must start with a tight chain; no jerking permitted.
7. An attempt is defined as moving the sled a measurable distance. (one inch or greater)
8. No one is allowed on track except for track officials and contestants. Track is defined as area of 35' in any direction of contest course boundaries.
9. Pulls operate with two flagmen. The flagmen at the starting line will be responsible for readiness of track, pulling machine and contestant. The flagman at the finish line will be responsible for start of each contestant's pull, and all disqualifications. The benefit of the doubt will always go to the puller.
10. Contestant must pull at position drawn within three minutes of time sled is ready; any delay will result in disqualification.
 - A. If contestant is having mechanical problems and the track judge is notified before your pull, the puller may drop to last position.
 - B. This may be done only once per contestant per class.
 - C. If the last vehicle in a class has mechanical problems, it will be allowed six minutes to hook and make an attempt.
 - D. Puller will be able to drop to last position if mechanical problems occur on 1st attempt if 85 feet is not passed.
11. If the class is restarted, competitor having pulled previously may re-pull immediately or drop to last place. It is the competitor's responsibility to notify the track official of his/her decision.
12. If sled operator repairs or adjust any weight transfer mechanisms, the class will be restarted. This does not include regular checking of equipment.
13. Each contestant has the privilege of spotting the sled for their pull.
 - A. A cone will be available for where the contestant wants the center of the sled located. This will notify the sled operator.
 - B. The sled operator must be notified of where the contestant wishes the sled placed when the previous contestant unhooks from the sled.
14. All forms of nitro methane (including nitrous oxide) or any kind of fuel additive are illegal for pulling. All oxygen carriers and combustion accelerators are illegal.
15. No vehicle will be allowed to have a computer controlled or electronic controlled traction device. (Exception Stock Vehicles)
16. No computers allowed that control any mechanical operation of the competing vehicle. (Exception Stock Vehicles)

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17. Drawbar (Hitch) must be eye hook type with a minimum 3" wide hole not exceeding 3" x 3 3/4" long hole, rigid in all directions and in horizontal position only. Drawbar must be a minimum have 2 in² total material at any point.
18. Vehicle is recommended to have tow hook on front of vehicle.
 - A. It can extend no more than 6" ahead of the farthest front portion of the vehicle.
 - B. It will not be counted when measuring length of vehicle.
 - C. It must be strong enough to push or pull the vehicle at its heaviest weight.
19. Any pull exceeding 85 feet is a measurable pull. Each contestant has two attempts to achieve a measurable pull.
20. There will be zero tolerance on the class weights (5200lbs. class will not be 5210lbs.). Vehicles not meeting class weight limits may pull in an Exhibition Class as long as the vehicles are deemed safe to operate on course.
21. Any pulling vehicle's body cannot be up when moving under own power.
22. All vehicles are required to have decal/number.
23. Pulls operate on a 300 ft. track, normally. Tracks may be shorter depending on the event location. Length of track will be disclosed at the driver's meeting. To be included any pull-off you must pull the pull-off distance set at the event.
24. Pulling vehicle must remain within boundaries of contest course during the pull or will be disqualified. Boundaries are defined as white lines.
 - A. You cannot touch the white lines.
 - B. Sled pan must be within boundary lines at start of pull.
25. Any vehicle that is disqualified while under green flag will receive last place points and any last place money for that night.
26. Vehicle will receive last place points and money if it:
 - A. Loses ballast weight.
 - B. Loses safety equipment and failure of safety equipment to function.
27. Additional grounds for disqualification, and or expulsions are:
 - A. Un-Sportsman like conduct including:
 - i. Improper language or conduct detrimental to pulling.
 - ii. Any condition considered unsafe, unfair or out of order. If a member is disqualified during competition for any reason prior to the start of a pull, he cannot be reinstated for the event on that date.

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- B. Vehicles will receive no points or money if:
 - i. Intoxication: Any competitor or any member of his crew under the influence of an intoxicating agent, drug, or having a measurable blood alcohol content during contest activities shall be considered under the influence and will be barred from any further involvement or participation in the event and may face suspension.
 - ii. Any competitor or crew member of his/her crew who exhibits unprofessional and/or un-sportsman like conduct including abusive language and/or physical action toward event officials, fellow competitors, or spectators and/or deliberate delay of event, will be just cause for a minimum penalty of total disqualification from that event.
 - iii. Illegal equipment, illegal fuel, and competing without proper personal fire protection.
 - iv. Unsafe operation of competition vehicle. Including unauthorized rider.
 - v. Leaving the starting line while under the red flag.
 - vi. Anyone who knowingly tampers with another competitor's vehicle could be permanently suspended.
 - vii. Excessive loss of liquid by a pulling vehicle in forward motion the track, unless due to internal breakage. (Excessive is defined as any steady stream discharge on track or a spot equivalent to more than 8-inch diameter).
 - viii. The minimum penalty for these disqualifications is two hooks.
 - ix. The maximum penalty for these disqualifications is twelve months suspension.

- 28. Major infractions resulting in 12 month suspension: Excessive cubic inches, Nitrous oxide, oxygen carriers, and combustion accelerators, Illegal heads, Illegal carburetors, Illegal lifters, Illegal intake, and trick hitches.

- 29. Decisions of track judge are final.
 - A. If evidence is supplied to the Track Judge, the judge may without liability reverse or revise his decision.

- 30. If there is a disagreement or dispute regarding the meaning or application of the BPA rules, the interpretation and application by the BPA Officials at the track will prevail.

- 31. This rule book is effective starting January 2016 and reviewed yearly.
 - A. Unless, 100% of a class votes to change rules for that class and the board approves.
 - B. This excludes safety rules, which maybe added or updated at any time.

- 32. TIE BREAKERS
 - A. Session Tie Breaker. For each session during the course of an event in the pulling season there will be a pull-off at that time.
 - B. Points Tie Breaker. The most 1st places, if still tied the most 2nd places if still tied the most 3rd or 4th or 5th and so on until tie is broken.

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SAFETY RULES

Rules with an (*) are highly recommended, but not required for Stock Vehicles.

1. All pulling vehicles must have a white backup light at rear of vehicle. It must be visible to the hook man. The backup light must be on when in reverse and off when in neutral.
2. All rear ends with external axle bolts must be shielded with material of steel center cap or shield that bolts or fits over the center of the rim or hub.
 - A. This cannot be mounted to axle shaft.
3. No fuel tanks or batteries in driver's compartment.
4. No trick hitches, or cam type rear ends. Drawbar distance from center of rear axle can't change during pull.
5. All trucks must have a minimum of 3 loops on each drive shaft shielding it.* (2 piece drive shafts will have minimum of 6 loops.)*
 - A. 360 degree loops must be a minimum of 5/16" thick and 3/4" wide or larger and not more than 2" from the shaft at any direction.*
6. All trucks will have a 360 degree metal shield around u-joints 5/16" thick and a minimum of 6" wide.*
7. All trucks with planetary drive must have enclosed drive shaft 360 degrees minimum thickness 3/16" steel.
8. The following rule will apply to all divisions that use solid driveline shields:
 - A. Shield must be tethered on each end by two opposing restraints if not bolted directly to gearbox or back of bell housing with a minimum of three 3/8" grade 5 bolts.
 - B. Tethers must attach at 180 degrees of each other and a minimum of 3" and a maximum of 6" from each end of each driveline shield component.
 - C. Tether to be constructed of a minimum of 5/16" chain or 2" wide by 1/8" thick nylon strap.
 - D. One end of tether must attach to driveline shield by a minimum of one 3/8" grade five bolt attached to a tab (minimum 2" wide) welded to the shield while the other end of tether must be attached to chassis by a minimum of one 3/8" grade 5 bolt.
9. If nylon strap is used, the strap must have metal grommet for bolt to pass through. No seat belts and/or buckles allowed.
10. A deflection shield is required on both sides of engine.*
 - A. Shield must extend complete length of block casting from frame upward to cylinder heads and be securely fastened.
 - B. To be made of aluminum or steel with a minimum of 0.060" thick.

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11. All pulling vehicles must be equipped with a dead-man throttle.
 - A. A throttle working in a forward-rearward direction shall be closed in the rear most position.
 - B. No hydraulic throttle linkages allowed. Must be positive, 2-way, mechanical linkage.
12. All engines equipped with a harmonic balancer shall be either SFI approved, solid steel or shrouded with ¼" steel no more than one inch away in direction of rotation 360 degrees and to be securely fastened.
13. All vehicles must have break-a-way kill switch for engine and fuel pumps.*
 - A. Ignition kill switch and/or air shutoff must be in working order at all times. The kill switch must be located in the rear center of the truck (maximum of 6 inches off center in either direction), 4 to 12 inches above point of hook.
 - B. On a spark ignition system, the kill switch must break or ground engine circuit.
 - C. On vehicles equipped with spark ignition and electric fuel pumps, the kill switch must also break current to fuel pumps.
 - D. The break-a-way kill switch will have a minimum of a 2-inch diameter ring. The cable from the sled will attach to this ring.
14. Trucks with clutches must be equipped with current approved clutch housing, flywheel, pressure plate and clutch disc.
15. All automatic transmissions must be covered with a currently approved scatter blanket.*
16. No counter balance permitted in the drive train.
17. Vehicles must have safety glass or Plexiglas in windshield and rear window.
 - A. Factory tint is permitted.
 - B. Stained or smoked glass is not allowed.
 - C. Tinted windows that impair the track official's view of the driver's compartment are not allowed.
18. All vehicles must have at least one working door on driver's side and/or an escape hatch.
19. Hitch point must be visible and clear for sled hook up.
20. Trucks may compete without tailgate or rear doors for safer hook point visibility.
21. All 2wd trucks are required to have wheelie bars and axle covers.
 - A. The bars can't be any closer than two inches to rear tires and six inches from the dirt behind wheel and ten inches if under the frame rail.
 - B. They must have 4" x 5" pad on the bottom (no wheels).

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22. All trucks in all classes using a standard manual transmission in cab must have a minimum of 5/16" diameter safety chain to be hooked to transmission and frame to keep transmission from rotating.*
23. Rear brakes are mandatory on all vehicles that compete.
24. Front-brakes are mandatory on vehicles that compete in the following classes: All 4wd trucks.
25. No loose weights – all weights MUST be secured, no hanging weights or weights exceeding the bumpers in stock classes.

Test Pull and Pull-Off Options

1. Number one puller will be test puller and may take pull if weight transfer is deemed right.
 - A. He may immediately take his 2nd pull
 - B. Or, he may pull in last position
 - C. Sled must be readjusted if test puller fails to reach 85 feet.
2. If a contestant experiences mechanical difficulty during a test pull (before 1st official pull), he will have the option of dropping to last position.
3. If weight transfer needs further adjustment, the 1st puller after each adjustment will be treated as the first puller (test puller).
4. All decisions on re-pulls are to be made before vehicle leaves the track, previous to any other pull.
5. Any disqualification on the 1st attempt bars a 2nd attempt, unless class is restarted.
6. In a pull-off, each contestant in his truck will be allowed one attempt to make a measurable pull.
 - a. In a pull-off, pullers must pull in the same position as first pull.
 - b. You cannot drop in a pull-off. All pull-offs will have a floating finish line.
 - c. Each competitor will be allowed three minutes from time track is ready.
7. If a class has 3 vehicles or less, a pull-off is not required. If promoter and track judge deems necessary, pull-offs can be added to ensure good number of vehicles per class. Weather situations to decide the use of the floating finish will be decided by track judge.