

2009 NEW BADEN JUNE JAMBOREE

June 13th

New Baden Village Park

IL. Rt. 161 & Rt. 160

7:00 P.M. Start

FREE ADMISSION

5:00 P.M. Registration

Street Truck Pull Rules and Regulations

- **ABSOLUTLY NO ALCOHOL IN THE PIT AREA. Pit passes will be available for \$10.00**
- **JUDGES AND TRACK OFFICIALS RESERVE THE FINAL WORD ON CLASSIFICATION, EQUIPMENT AND SAFETY.**

General Rules, apply to all classes

- All drivers must have a valid state driver's license. All drivers must attend driver's meeting. No riders allowed.
- Trucks may pull in a higher # class, gas to gas, diesel to diesel but not a lower class.
- \$25.00 fee per hook, includes driver pit pass. Second hook in higher class is still \$25.00.
- Trucks in classes 1,2,3,5,6,7,8 must comply with the Illinois Vehicle Code (exception on exhaust) and have valid registration or be eligible for registration in current condition. All trucks must be in safe operating condition.
- BRAKES: All trucks must have operable 4 wheel hydraulic brakes.
- TIRES: NO cut or altered tires, must be DOT approved street tires and must have visible DOT numbers.
- HITCH: Must be a "Reese" style hitch, reinforcements to this type of hitch are permitted, however "trick" or weight transferring hitches are prohibited. The hooking point must be at 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 height from the ground shall not exceed 26 inches. The hooking point must have a minimum 3.00 inch inside diameter opening for the sled hook and must be provided by the driver. Each truck must be equipped with a twist clevis **no more than 26 inches from the ground**. The hooking point will be measured to the center of the clevis loop. No homemade bumpers or receivers. **Judges reserve the final decision on any questionable hitch.**
- WHEELBASE and WHEELTRACK: Trucks must retain the original factory wheelbase and track width.
- MOTOR: Must have been available from the factory in a 1 ton or smaller truck and must remain in factory location.
- TOOL BOXES: Tool boxes and other containers need not be removed from the vehicle but must be completely empty and open for inspection at tech and prior to hook.
- BODIES: Must retain the full sheet metal, including hood, fenders, cab, and doors. Fiberglass body panels are prohibited. Complete headlight and taillights assemblies are mandatory and must be operative. Complete firewall is required in all classes. An exception to this rule will be made for beds only, flat beds will be allowed.
- GLASS: Complete windshield and side windows are mandatory and must be operative per factory specifications; that is they must open and close via OEM electrical or mechanical means.
- FRAME: OEM frame is mandatory
- DRIVER RESTRAINT SYSTEM: Must be OEM or better and must be worn and securely fastened.

Classes

1. **½ Ton Gas.** Designed for street driven trucks with 5 or 6 lugs per wheel. Must retain completely stock suspension, lift kits are acceptable. Motor must be the same make as truck; Ford in Ford, Chevy in Chevy, Dodge in Dodge. Limited modifications to motor, no blowers or turbochargers. OEM cylinder heads and intake manifolds are required. Factory type transmission and transfer cases only. Single rear wheels only. No added ballast or weight may be added to the truck. No Nitrous Oxide or other oxygen extenders allowed.
2. **¾ Ton and 1 Ton Gas.** Designed for street driven trucks with 8 lugs per wheel. Must retain completely stock suspension, lift kits are acceptable. Single or dual wheels. Motor must be the same make as truck; Ford in Ford, Chevy in Chevy, Dodge in Dodge. Limited modifications to motor, no blowers or turbochargers. OEM cylinder heads and intake manifolds are required. Factory type transmission and transfer cases only. Dual rear wheels acceptable, but must have been original equipment. No added ballast or weight may be added to the truck. No Nitrous Oxide or other oxygen extenders allowed.
3. **Super Street Gas.** Designed for streetable trucks, that have been modified for pulling purposes. Any OEM 1 ton or smaller axles and drive trains are allowed on any truck. Motors must be stock appearing cast iron block originally offered in a production 1 ton or smaller truck. Naturally aspirated, no turbochargers or blowers. No Nitrous Oxide or other oxygen extenders allowed. No added ballast or weight may be added to the truck. Rear suspension may be welded or blocked.
4. **Open Gas.** Designed for trucks that don't comply with the previous Gas classes. Major motor or suspension modifications are acceptable. Hanging weights are allowed to weight vehicle up to approximately 8000 lbs. The judges shall determine limits. Weights must be secured and not extend more than 60" from the front of the center of the front axle. Weights may be securely fastened in the bed of the truck and are not allowed in the cab. Aftermarket transmissions and transfer cases are allowed. Front axles must have coil or leaf springs, rear suspension may be welded, traction and ladder bars are allowed. Helmets and SFI fire suits are strongly recommended.
5. **¾ Ton Diesel Work Stock.** Designed for daily driven stock appearing street trucks. Single rear wheels only. Engine limited to stock appearing make specific compression ignition (diesel). The engine must be governed to a maximum 4500

RPM unless the OEM governed speed is higher. #1 or #2 Diesel Fuel or soy/biodiesel only, off road diesel is prohibited. Fuel injection pump is limited to stock appearing OEM engine model specific only. The use of multiple high pressure common rail fuel pumps is prohibited. Limited to 1 stock appearing, OEM make specific turbocharger only, unless otherwise OEM equipped. Turbochargers from different years within the same make may be interchanged. Powerstroke engines with a single factory turbo may utilize a second HPOP. Nitrous Oxide is prohibited as well as Propane injection and water injection. System components must be removed from the truck. Engine or component changes will be limited to computer chips or programmers, air intake and filtration, and exhaust; Ford in Ford, Chevy in Chevy, Dodge in Dodge. Suspension must be stock appearing, air bags and compressors if present must be disconnected. No added ballast or weight may be added to the truck. OEM fuel tanks must be present and used.

6. **¾ Ton Street Diesel Smoker.** Designed for daily driven modified streetable trucks. Single rear wheels only. Engine limited to stock appearing make specific compression ignition (diesel). #1 or #2 Diesel Fuel or soy/biodiesel only, off road diesel is prohibited. Fuel injection pump is limited to stock appearing OEM engine make specific only. Dual high pressure common rail fuel pumps or HPOP are permitted. A P7100 injection pump must utilize a stock appearing governor. Limited to 1 stock appearing, OEM make specific turbocharger only, unless otherwise OEM equipped. The inducer bore on the compressor housing may be no larger than 2.8 inches measured at the smallest diameter area of the compressor wheel. Water (Only) injection is allowed, no alcohol, methanol, propane, or nitrous is allowed. System components must be removed from the truck. Engine block must have been available as a factory option in a one ton or smaller pick up truck but may cross factory lines. Suspension must be OEM style. Rear suspension must maintain at least 1 inch travel. Must have at least one working shock absorber per wheel. No ballast or weight may be added to the truck. OEM fuel tanks must be present and used.
7. **1 Ton Diesel Work Stock.** Designed for daily driven stock appearing street trucks. Dual rear wheels permitted. Engine limited to stock appearing make specific compression ignition (diesel). The engine must be governed to a maximum 4500 RPM unless the OEM governed speed is higher. #1 or #2 Diesel Fuel or soy/biodiesel only, off road diesel is prohibited. Fuel injection pump is limited to stock appearing OEM engine model specific only. The use of multiple high pressure common rail fuel pumps is prohibited. Limited to 1 stock appearing, OEM make specific turbocharger only, unless otherwise OEM equipped. Turbochargers from different years within the same make may be interchanged. Powerstroke engines with a single factory turbo may utilize a second HPOP. Nitrous Oxide is prohibited as well as Propane injection and water injection. System components must be removed from the truck. Engine or component changes will be limited to computer chips or programmers, air intake and filtration, and exhaust; Ford in Ford, Chevy in Chevy, Dodge in Dodge. Suspension must be stock appearing, air bags and compressors if present must be disconnected. No ballast or weight may be added to the truck. OEM fuel tanks must be present and used.
8. **1 Ton Street Diesel Smoker.** Designed for daily driven modified streetable trucks. Dual rear wheels permitted. Engine limited to stock appearing make specific compression ignition (diesel). #1 or #2 Diesel Fuel or soy/biodiesel only, off road diesel is prohibited. Fuel injection pump is limited to stock appearing OEM engine make specific only. Dual high pressure common rail fuel pumps or HPOP are permitted. A P7100 injection pump must utilize a stock appearing governor. Limited to 1 stock appearing, OEM make specific turbocharger only, unless otherwise OEM equipped. The inducer bore on the compressor housing may be no larger than 2.8 inches measured at the smallest diameter area of the compressor wheel. Water (Only) injection is allowed, no alcohol, methanol, propane, or nitrous is allowed. System components must be removed from the truck. Engine block must have been available as a factory option in a one ton or smaller pick up truck but may cross factory lines. Suspension must be OEM style. Rear suspension must maintain at least 1 inch travel. Must have at least one working shock absorber per wheel. No ballast or weight may be added to the truck. OEM fuel tanks must be present and used.
9. **Open Diesel.** This class is designed for trucks that do not comply with earlier Diesel classes. The bed of the truck must have a metal floor, if bed is gutted, 400 Lbs of moveable weight must be placed rearward of the rear axle. Interior seats may be removed except for the driver's seat. No fuel tanks inside the cab. Vehicles operating over 5000 RPM must have a SFI approved clutch and flywheel and an explosion blanket is required around bell housings. Exhaust may exit through the hood of the vehicle and must point upward. Two 3/8" bolts with a minimum grade 5 rating must go through the exhaust pipe 90 degrees apart from each other, and be mounted as close to the turbocharger as possible. No aftermarket blocks or heads. Maximum "p" series fuel pumps. Limited to 1 stock appearing, OEM make specific turbocharger only, unless otherwise OEM equipped. The inducer bore on the compressor housing may be no larger than 3.0 inches measured at the smallest diameter of the compressor wheel. A bushing may be used to downsize the compressor housing ahead of the wheel. If a bushing is used, it must be round, at least ¾ inch long, mounted within 0.050 inch of the compressor wheel and the inside of the bushing may not exceed the 3.0 inch limit. The inducer bore will be measured using a 3.05 inch plug. All provisions allowing air to the wheel other than via the bore are prohibited. Computer chips and auxiliary boxes are allowed. Water (Only) injection is allowed, no alcohol, methanol, propane, or nitrous is allowed. Single or dual wheels are allowed. Hanging weights are allowed to weight vehicle up to approximately 8000 lbs. The judges shall determine limits. Weights must be secured and not extend more than 60" from the front of the center of the front axle. Weights may be fastened in the bed of the truck and are not allowed in the cab. Aftermarket transmissions and transfer cases are allowed. Front axles must have coil or leaf springs, rear suspension may be welded, traction and ladder bars are allowed. Helmets and SFI fire suits are strongly recommended.

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