

FASS Diesel Nationals at Lucas Oil Raceway Park

This action packed weekend includes -

- NHRDA Diesel Drag Racing
- Lucas Oil Pro Pulling League
- Dyno Competition
- Show n Shine
- Burnout Contest
- Make A Wish Foundation fund raiser

Location - Lucas Oil Raceway, Indianapolis Indiana

Address to track - 10267 East U.S. Hwy 136 Indianapolis, Indiana

Admission fees

Adults	\$15.00
Kids 6-12	\$5.00
Kids 5 & under	free
Parking	\$10.00 per vehicle

Camping info

Raceview Family Campground will be open June 9th thru June 12th

Phone - 317-582-5737

Website - <http://www.raceviewcampground.com/>

Email - info@raceviewcampground.com

Friday - June 10th 2011

Event schedule - *(Note scheduled times may vary)*

12:00 pm	Competitor gates open (Enter thru gate 8)
4:00 pm	Spectator gates open
2:00 pm	Tech open for Workstock , 2.6
6:00 pm	Workstock , 2.6 Class Qualifying <i>(Top 8 trucks get invited back for Saturday Show)</i>

Saturday - June 11th 2011

Event schedule - *(Note scheduled times may vary)*

7:00 am	Competitor gates open
8:00 am	Spectator gates open

NHRDA Diesel Drag Racing - *(Complete rules on classes go to www.nhrda.com)*

7:00 am	Tech open for Sportsman , Super Diesel, Super Street, Pro Street, Pro Stock, Top Diesel
9:00 -11:00	Drag Racing Qualifying
1:00 - 6:00	Drag Racing Eliminations

Lucas Oil Pro Pulling League Sled Pulling -

9:00 am	Tech open W/S , 2.6 , 3.0 , Super Stock , Super Farm Tractors , Hod Rod Semi's
12:00 -7:00	Sled pulling finals all classes

Note - Pulling rules are listed from page 3-11 on this document

Dyno Competition

9:00 – 6:00 3 pulls \$80.00

Show n Shine

9:00 – 3:00pm Trucks will be judged and top 4 will be re judged in front of spectators on track

Burnout Contest

2:00 – 5:00pm Scheduled time will vary depending on event schedule (1st 10 trucks to register at NHRDA booth)

Competition fee's

Drag Racing – *(Note all drag race competitors must have current NHRDA membership)*

Sportsman Et	\$25.00
Super Diesel (11.90 index)	\$35.00
Super Street	\$45.00
Pro Street	\$55.00
Pro Stock	\$75.00
Top Diesel	\$75.00

PPL Hook Fees-

Work Stock	\$30.00 hook fee
2.6 Class	\$30.00 hook fee (Must have current 2011 PPL Membership)
3.0 Class	\$30.00 hook fee (Must have current 2011 PPL Membership)
Super Stock Diesel	\$30.00 hook fee (Must have current 2011 PPL Membership)
Super Farm Tractors	See PPL Website
Hot Rod Semi Trucks	See PPL Website

Miscellaneous-

Dyno	\$80.00 for 3 pulls - Pay at the dyno
Show n Shine	Sign up at NHRDA booth
Burnout Contest	First 10 competitors sign up at NHRDA booth

For Complete information and questions

NHRDA

Phone – 360-658-4353
Website – www.nhrda.com
Email - info@nhrda.com

Pro Pulling League

Phone – 812-216-1024
Website - www.propulling.com
Email - kristi@lucasoil.com

Lucas Oil Raceway Park at Indianapolis

Phone – 317-291-4090
Website - www.lucasoilraceway.com

Note - Pulling rules are listed from page 3-11 on this document

FASS Diesel National Sled Pulling Rules

Diesel Super Stock Trucks

Weight breaks:

Weight class will operated at an 8000 lb. maximum

REGULATIONS

Engine:

Maximum engine size will be 460 cubic inches.

All engines will have a deflection shield, running the complete length of the block casting. Shield must be securely fastened and must be .060" thick.

Wheel base:

Wheelbase maximum 158"

Fuel:

No nitrous, propane or alcohol -- #2 Diesel Only

Fuel pump:

Mechanical or electronic fuel injection permitted.

Water injection:

Water Injection is permitted in this class

Turbocharger:

Turbochargers- Limited to 2 stage configuration

Front weights:

Hanging weights allowed- Weights must not extend more than 60" from centerline of front axle (Weights must be secure)

Hitch:

26" Hitch height. Hitch hook point must not be less than 48" from centerline of rear axle. Min. 3" Diameter ring or clevis Hitch must not exceed a maximum of 33 degree angle from pivot point to hook point

Suspension:

Rigid Suspension allowed

Drive Train:

Drop boxes, Reversers allowed

Exhaust:

Exhaust must exit straight up, minimum of cab height, with (2) -3/8" inch bolts mounted in a cross pattern.

Safety equipment:

Snell 85 or better helmets required , Fire Extinguishers and seatbelts required

S.F.I. Fire suits required.

No cast iron clutches or flywheels permitted. S.F.I Bell housing Blankets and/or S.F.I Blow proof Bell housings required

Driveshaft Loops:

All U-joints must be shielded 360 degrees with 3/8" thick aluminum or 5/16" thick steel. Shield will be 6 inches long minimum and centered on U-joint. Inside diameter of shield will no more than 2 inches larger than U-joint.

All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4 of shaft may be visible.

Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.

Safety Shutoff:

Air Shutoff's required- consisting of (1) cable to the rear of the truck to be operated by the sled, and also a cable inside the driver's compartment Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled.

Tires:

35" tire maximum height, tread width not to exceed 18". Cut or Sharpened tires allowed
Tires and wheels must stay in the center of the wheel wells as intended by the manufacture

Pull track managers will have final say if a truck is in question
Safety will not be sacrificed by an unsafe vehicle or driver

3.0 Diesel Truck Class

Weight breaks

Maximum weight 8000lbs. Minimum weight of 7500lbs

REGULATIONS

Body:

Trucks must remain stock appearing. Must have full size steel or OEM type body. The bed of the truck must have a metal floor, if bed is gutted 200 lbs of movable weight must be placed rearward of the centerline of the rear axle,

Engine:

Maximum engine size will be 460 cubic inch. Engines must come from factory in one ton or smaller Diesel pickup truck. Engine must remain in stock location as intended by manufacturer.

Front of engine block can be no farther forward than 17" of centerline of front axle.

Hitch:

Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 26", with a minimum of a 3.5" 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 center line of rear axle or behind. Hitch must not exceed a maximum of 25 degree angle from pivot point to hook point.

Turbocharger:

One turbo with one pressure stage permitted. Maximum of 3.0" Opening on intake wheel. Map width enhancement is allowed not to exceed .250. Compressor wheel must protrude into three inch bore 1/8", intake housing may not exceed three inches turbo mounting plates are permitted.

Exhaust:

Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more that 1" apart as close to the turbine wheel as possible, no more that 6" from turbine wheel

Clutches:

No cast iron clutches or flywheels permitted.

Safety Shutoff:

Fuel safety kill and/or air shutoff must be installed on the rear of truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled.

Fuel:

Fuel limited to diesel fuel and bio-diesel only. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.

Fuel Tank / Lines:

No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.

Fuel pumps:

Fuel Systems: Largest fuel injection pump allowed will be a P-Pump with only one plunger per cylinder. (No Sigma pumps).

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Computer/programming:

Computer chips and boxes permitted

Tires:

Must be D.O.T. approved tire. Maximum tire height 35" no studded tires or chains. No alteration to tires allowed. No bar or terra tires. Dual rear wheels are permitted.

Water injection:

Water injection permitted

Front weights:

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 truck if in bed of truck they are to be securely fastened to bed of truck.

Drive Train:

Drive train will consist of the following: Any front axle, any transfer case any rear axle. No planetaries permitted.

Axle Shields:

Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axles ends or hub bolts. A hole may be cut in one to allow locking in of hubs.

Bellhousing:

S.F.I. Bell housing Blankets and /or S.F.I Blow proof Bell housing required.

Driveshaft Loops:

All U-joints must be shielded 360 degrees with 3/8" thick aluminum or 5/16" thick steel. Shield will be 6 inches long minimum and centered on U-joint. Inside diameter of shield will be no more than 2 inches larger than U-joint.

All intermediate shafts between the transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.

Suspension:

Suspension modifications are permitted. Removable suspension blocks are permitted.

Safety equipment:

Fire Extinguishers, helmets Snell 85 or better, SFI fire suits, shoes and seatbelts required.

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Safety will not be sacrificed by an unsafe vehicle or driver

2.6 Diesel 4X4 Truck

Weight breaks

2.6: 8000 lbs. Weight is with driver Minimum weight of 7500lbs

REGULATIONS

Ballast:

Ballast is permitted. Front hanging weights are allowed, no t to exceed 60 inches forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly Ballast may be added in the bed of the truck.

Body:

The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal, after-market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled.

Brakes:

Four-wheel hydraulic 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 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 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:

The engine is limited to a stock-appearing, Engine and transmissions can be interchanged between Dodge, Ford and GM as long as they came in a 1 ton truck or less from the factory. Complete engine must have stock appearance except where otherwise noted in these rules.

aftermarket intake manifolds are allowed

Exhaust:

All vehicles must be equipped to direct exhaust upward. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 12" of the turbo.

Fire Extinguisher System:

A fire extinguisher system is permitted. It must be securely mounted.

Firewall:

The complete OEM firewall is mandatory.

Floor:

The complete OEM floor pan is mandatory.

Fuel:

The fuel must be pump #1/#2 diesel, Soy/Biodiesel fuel. No propane or NO2 permitted or any other oxygen enhancers.

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 legal. Powerstroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. P7100 pumps are allowed to run RSV (ag governors)

Fuel System:

Racing fuel cells are permitted

Hitch:

The hitch must be a "Reese"-style hitch; reinforcements are permitted. 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. The hooking point must have a minimum 3.00 inch wide x 3 ¾ length inside diameter opening for the sled hook. The hooking point must be a minimum of 44" from the center of the rear axle to the center of the hooking point. The hooking point will be measured to the center of the clevis loop.

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 assistance, if it was so equipped. Additional stabilizers are permitted. Non-OEM power assist methods are prohibited.

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 Scheid Diesel 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. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected. Blocked suspension is permitted.

Tires:

The tires must be DOT street tires. Cut tires are prohibited. 102" Max outside tire to outside Tire

Transfer Case:

Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pick up 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 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 transmission main body the bell housing area is to be completely covered 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:

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. All manual 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 bellhousing; it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

Water Injection:

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

Ice Water Intercoolers

Are allowed

Turbocharger:

The vehicle is limited to a 2.6 inducer bore single turbocharger. The compressor wheel must protrude into a 2.6" bore for 1/8". The inlet will be measured using a 2.65 inch plug the plug must not be able to enter the inducer bore. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than .200". All provisions allowing air into the wheel other than via the bore and the MWE groove are prohibited. The vehicle driver will be responsible for making compressor wheel accessible for tech personal to measure bore and be able to inspect compressor wheel.

Wheelbase:

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

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Work Stock

The Work Stock (WS) class is designed for daily-driven, on the road pickup trucks (full-bodied diesel pickup trucks). Valid registration and license are mandatory.

Weight: 8000lbs. weight with driver included.

REGULATIONS

Ballast: Ballast is permitted. Hanging front weights are prohibited. Ballast may be used in the bed of the truck. If used, ballast must be securely mounted to the bed.

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

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: Four-wheel hydraulic 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, ect., 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 is mandatory. They must have been an option on a one-ton or smaller pickup.

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

Driveshaft Loops: All trucks must have at least six inch wide u-joint shields around the rear u-joint constructed of at least ¼ STEEL OR 3/8 ALUMINUM that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. All front shaft u-joints that are visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.

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

Exhaust: All vehicles must be equipped to direct the exhaust upward. The exhaust must exit rearward of the drivers compartment. Stacks exiting through the hood or fender well are prohibited. 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 turbo as is practical.

Fire Extinguishing System: A fire extinguishing system is permitted. It must be securely mounted.

Fuel: The fuel must be pump #1 or #2 diesel only. Soy/Bio-diesel fuel is permitted. Off-road diesel fuel is prohibited.

Fuel Injection Pump: The fuel injection pump is limited to a stock-appearing, OEM engine make-specific pump only. The use of multiple high-pressure common-rail fuel pumps is prohibited. Powerstroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged.

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

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. 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 not be notched or removed. The hitch's height may not exceed 26 inches. 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.

Interior: A complete interior, including dashboard, door panels, headliner, ect., 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, ect.) must be retained and be operative. The use of hand-throttle controls is prohibited.

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

Steering: The vehicle must retain the full, OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it were 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 windshields 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 factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened providing 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.

Suspension Rear: An OEM-style suspension is mandatory. Lowering or raising the vehicles 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. Control arms may be strengthened or replaced, provided all original mounting points are retained. Strut tower braces, lower tie bars, sway bars, limit straps, and camber kits are permitted. The rear suspension must allow at least one inch of travel. All rear suspensions must use at least one working shock absorber per wheel.

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

Tow Vehicles: Tow vehicles are prohibited.

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

Transmission Automatic: Non-OEM transmissions are prohibited. Aftermarket 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 turning 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 the tail housing with a minimum six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufactures instructions) $\frac{3}{4}$ inch by $\frac{1}{8}$ 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 turning 4500 RPM or more and using a 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 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 extended rearward to the transmission with a minimum six inch overlap where it is fastened.

Turbocharger: The turbocharger is limited to a direct bolt on. No adapter plates allowed. T4 foot limit. With an inducer bore of 2.5 limit, measured with a 2.55 plug with zero tolerance. 6.4 liter powerstroke engines may utilize the factory compound-turbo configuration.

Water Injection: Water Injection is prohibited. All system components must be unplugged or removed from the truck. Nitrous Oxide is prohibited along with other oxygen extenders and the use of Propane is also prohibited. All system components must be unplugged or removed from the truck.

Wheelbase: The vehicle must retain the original factory wheelbase and track width. No dual wheels on single wheel trucks allowed.

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Safety will not be sacrificed by an unsafe vehicle or driver***

Pro Pulling League

Phone – 812-216-1024

Website - www.propulling.com

Email - kristi@lucasoil.com