

# National Association of Diesel Motorsports

## 2010 Sled Pulling Rules



**NADM**  
NATIONAL ASSOCIATION  
OF DIESEL MOTORSPORTS

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October 2007, The National Association of Diesel Motorsports (NADM) was founded with the purpose and vision of unifying and solidifying the diesel industry via sanctioned events and promotional support of all racing sanctioning bodies, organizations, clubs, manufacturers, vendors and individual enthusiasts. NADM will petition industry leaders in the diesel aftermarket for guidance insuring progressive growth, expansion, and prosperity for the industry's future. Motorsports promotions will culminate in the offering of NADM sanctioned events including diesel drag racing and sled pulls. In cooperation with existing diesel organizations, NADM will compliment the existing schedules and help coordinate a nation-wide diesel event schedule. This event calendar is open to all organizations seeking to advertise their events and will be hosted on the NADM website. Further goals include the support or sponsorship of events throughout the country via existing organizations. The goal of NADM is not to supply every diesel event in the country, but assist in promotion of diesel events on a national level. Competitive class structures and rules for NADM sanctioned events are in this rulebook, and will remain for the season. Should the need arise for an amendment, all competition members will be notified in writing via e-mail. Rule set goals are to promote safety, provide a competitive field that allows participants to easily compete in multiple organizations and support efforts to stabilize existing rule sets. NADM will form an official "Advisory Panel" of the association. This panel will be composed of elected NADM members that will represent all areas of member interest. Nominations will begin with membership sign up and membership voting commences at a later date. Duplication or replication

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## **SLED PULLING RULES/REGULATIONS**

### **Work Stock**

The Work Stock (WS) class is designed for daily-driven, on the road pickup trucks (full-bodied diesel pickup trucks). Valid DOT registration and license plates are mandatory. The vehicle may be two or four-wheel drive.

**Designation:** WS followed by competition number

**Weight breaks:** 8000 lbs. Weight is with driver

### **REGULATIONS:**

**Ballast:** Ballast is permitted. Hanging front weights are prohibited. Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the bed. Final decisions rest with the NADM Technical Department.

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

**Body:** The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market 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 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, 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 drivers license.

**Driveline:** An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.

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

**Engine:** The engine is limited to a stock-appearing, OEM make-specific compression ignition engine. **NITROUS OXIDE is prohibited along with other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.**

**Exhaust:** All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's compartment. Stacks exiting through the hood or fender well are prohibited. If the muffler or catalytic converter have been changed from stock, 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 Extinguisher System:** A fire extinguisher system is permitted. It must be securely mounted.

**Fuel:** The fuel must be pump #1/#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 model-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 vehicle.

**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 be notched or removed. The hitch's height from the ground **may not exceed 26 inches on 4wd units and 30 inches on 2wd units.** 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, etc., 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, etc.) must be retained and be operative. **The use of hand-throttle controls are prohibited.**

**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 steering assistance, if it was 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 windshield 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 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 NADM 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. The rear suspension must maintain a minimum compression shock travel of one inch; compression stops must be adjustable. All rear suspensions must use at least one working shock absorber per wheel. Airbag spring assistance is permitted; airbag compressors must be disconnected.

**Tires:** The tires must be DOT street tires. Cut tires are prohibited.

**Tow Vehicles:** Tow vehicles are prohibited.

**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 with engines running 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 tail housing with a minimum six inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturers 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 with engines running 4500 RPM or more and 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 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 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 bell housing;** it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

**Turbocharger:** The turbocharger is limited to a stock-appearing, OEM/Factory make-specific charger only. Turbochargers from different years in the same make may be interchanged. 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration.

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

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

## **2.6 Street Diesel**

The Street Diesel (SD) class is designed for streetable pickup trucks with a wide variety of performance upgrades. Valid DOT registration and license plates are mandatory. The vehicle may be two or four-wheel drive.

**Designations:** 2.6 SD

**Weight:** 8000 lbs. Maximum, with driver.

### **REGULATIONS:**

**Ballast:** Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle.

**Batteries:** The batteries must be securely mounted. They may not be located in the driver 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, etc., are prohibited.

**Cooling System:** Radiators must be in the vicinity of the stock location and be of at least stock size.

**Credentials:** All drivers must have a valid state drivers license.

**Driveline:** An OEM transmission and transfer case is mandatory. They must have been an option on a one-ton or smaller pickup.

**Driver 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 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.

**Engine:** The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Blocks must circulate coolant freely. Water pumps must be present, but may be powered electrically. The use of concrete or other block fillers is prohibited. All factory belt-driven accessories, excluding the air conditioning compressor, must be retained and powered via

the crankshaft by a standard serpentine or 'V' belt. Electric fans are permitted. Aftermarket radiator assemblies are permitted, but must be securely mounted in the same general area as the OEM unit. **NITROUS OXIDE is prohibited along with other oxygen extenders and the use of PROPANE is also prohibited. All system components MUST be removed from the truck.**

**Exhaust:** All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's 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 Extinguisher System:** A fire extinguisher system is permitted. It must be securely mounted.

**Fuel:** The fuel must be pump #1/#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. Dual high-pressure common-rail fuel pumps or HPOPs are permitted. The P7100 injection pump, if equipped, must utilize a stock-appearing governor.

**Harmonic Balancer:** All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1. A shield across the frame under the front of the motor shielding the damper and engine fan area is required.

**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 be notched or removed. The hitch's **height from the ground may not exceed 26 inches on 4wd units and 30 inches on 2wd units.** 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, etc., 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, etc.) must be retained and be operative. **The use of hand-throttle controls are prohibited.**

**Rear End:** Non-OEM rear-end housings are prohibited. The rear end 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 steering assistance, if it was 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 windshield 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 factory suspension configuration must be retained. 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. The final decision rests with the NADM Technical Department.

**Suspension, Rear:** An OEM-style suspension is mandatory. 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 may be bolted solid to eliminate travel. All rear suspensions must use at least one working shock absorber per wheel.

**Tires:** The tires must be DOT street tires. Cut tires 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 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 with engines running 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 tail housing with a minimum 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 with engines running 4500 RPM or more and 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 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 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 bell housing;** it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

**Turbocharger:** The vehicle is limited to a single turbocharger; the inducer bore on the compressor housing may be 2.6". The inlet will be measured using a 2.65-inch plug or internal calipers. **Bushing from any larger turbo size down to a 2.6 turbo is PROHIBITED.** A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than 1/4 inch. All provisions allowing air to the wheel other than via the bore and

the MWE groove are prohibited. 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration.

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

**Wheelbase:** The vehicle must retain the original unaltered factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels. Maximum width is 102”.

## **2.8 Street Diesel**

The Street Diesel (SD) class is designed for full bodied, four wheel drive pickup trucks on the ragged edge of streetability. The vehicle may be two or four-wheel drive.

**Designations:** 2.8 SD

**Weight:** 8000 lbs. Maximum, with driver.

### **REGULATIONS**

**Ballast:** Ballast is permitted. **Hanging weights must not extend more than 60 inches from the centerline of the front axle.**

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

**Body:** The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal. Metal after-market 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, etc., are prohibited.

**Cooling System:** Radiators must be in the vicinity of the stock location and be of at least stock size.

**Credentials:** All drivers must have a valid state drivers license.

**Driveline:** OEM transmission and transfer cases are mandatory. They must have been an option on a one-ton or smaller pickup.

**Driver 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 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.

**Engine:** The engine block must have been available as a factory option on a one-ton or smaller pickup truck. Blocks must circulate coolant freely. The use of concrete or other block fillers is prohibited. Electric fans are permitted. Alternators must be present and powered via the crankshaft. Water pumps must be present, but may be powered electrically. **NITROUS OXIDE and other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.**

**Exhaust:** All vehicles must be equipped to direct exhaust upward. The exhaust must exit rearward of the driver's 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 Extinguisher System:** A fire extinguisher system is permitted. It must be securely mounted.

**Fuel:** The fuel must be pump #1/#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. Dual high-pressure common-rail fuel pumps or HPOPs are permitted. The P7100 injection pump, if equipped, may utilize either a stock or agricultural governor.

**Harmonic Balancer:** All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1. A shield across the frame under the front of the motor shielding the damper and engine fan area is required.

**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 be notched or removed. The hitch's **height from the ground may not exceed 26 inches on 4wd units and 30 inches on 2wd units.** 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, etc., 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, etc.) must be retained and be operative. **The use of hand-throttle controls are prohibited.**

**Rear End:** Non-OEM rear-end housings are prohibited. The rear end 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 steering assistance, if it was 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 windshield 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 factory suspension configuration must be retained. 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. The final decision rests with the NADM Technical Department.

**Suspension, Rear:** An OEM-style suspension is mandatory. 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 may be bolted solid to eliminate travel. All rear suspensions must use at least one working shock absorber per wheel.

**Tires:** The tires must be DOT street tires. Cut tires 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 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 with engines running 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 tail housing with a minimum six-inch overlap where it is fastened.

All non-blanket-type shields must incorporate two (or one, per manufacturers 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 with engines running 4500 RPM or more and 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 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 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.

**Turbocharger:** The vehicle is limited to a single turbocharger; 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. A bushing may be used to downsize the compressor housing ahead of the wheel. If a bushing is used, it must be round, metallic, at least 3/4 inch long, mounted within 0.050 inch of the compressor wheel, and the inside diameter of the bushing may not exceed the 2.8 inch limit.

Bushings must be securely fastened to the compressor housing. If you have any questions regarding the construction of a bushing, contact NADM Technical Services before the season starts. The inlet will be measured using a 2.85-inch plug or internal calipers. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than 1/4 inch. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited.

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

**Wheelbase:** The vehicle must retain the original unaltered factory wheelbase and track width. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels. Maximum width is 102".

## **Super Street**

The Super Street (SS) class is designed for full-bodied pulling trucks. The vehicle may be two or four-wheel drive.

**Designations:** SS

**Weight:** 8000 lbs. Maximum with driver.

### **REGULATIONS:**

**Ballast:** Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle.

**Batteries:** Batteries must be securely mounted. They may not be located in the driver compartment.

**Body:** The body may be any 3/4-or 1-ton full-sized pickup truck body. The body must retain full sheet metal. The full bed floor must remain intact. Alternatively, two one-hundred pound weights may be placed directly over the centerline of the rear axle in lieu of the bed floor. The complete OEM firewall and complete OEM floor pan is mandatory. Metal after-market hoods are permitted. Fiberglass is prohibited. Tilt-front ends and bodies are permitted, as long as other SS class rules are met. The hood must be closed and securely latched while the vehicle is hooked to the sled.

**Brakes:** Front disk 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.

Credentials: All drivers must have a valid state drivers license.

**Driveline:** Open.

**Driver Restraint System:** The OEM restraint system is mandatory and must be worn snugly. **Alternatively, a driver restraint system labeled as meeting SFI Spec 16.1 or 16.5 is permitted;** this system includes a crotch strap and must be updated at two-year intervals from date of manufacture.

**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 ends of each shaft. In addition there will be at least one shaft loop in the middle of the drive 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. On vehicles so equipped, all intermediate drive shafts must be fully enclosed with a 5/16 inch steel or 3/8 inch aluminum shield. The shield must cover the entire length of the shaft and the universal joints and yokes at each end.

**Engine:** The engine block must have been available as a factory option on one-ton or smaller pickup trucks. **NITROUS OXIDE and other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.**

**Exhaust:** All vehicles must be equipped to direct exhaust upward. Two 3/8 inch diameter bolts must be installed in the exhaust pipe in a cross pattern within one inch of each other as close to the final turbo as is practical.

**Fire Extinguisher System:** A fire extinguisher system is permitted. It must be securely mounted.

**Fuel:** The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted.

**Fuel Injection Pump:** Open.

**Fuel Shutoff:** All trucks must be equipped with a driver operated fuel shutoff capable of blocking fuel flow to the injection pump. A three-way dump valve is recommended.

**Fuel System:** Location: All fuel tanks, lines, pumps, valves, etc. must be located outside of the driver compartment and within the confines of the frame and/or steel body. Fuel pressure gauge isolators, with steel-braided line, may be mounted on the firewall.

**Helmet:** Drivers must wear a **helmet meeting Snell M90, M95, M2000, M2005, SA90, SA95, SA2000, SA2005, K98 or SFI Spec 31.1A, 31.1/2005, 31.1/2010, 41.1A, 41.1/2005 or 41.1/2010 standards.**

The retention strap must be securely and snugly fastened. **The helmet must have the appropriate certification sticker affixed inside it.**

**Harmonic Balancer:** All engines must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1. Alternately, If a harmonic balancer is not used and a tone ring is in place,

a shield across the frame under the front of the motor shielding the damper and engine fan area is required.

**Hitch:** The hitch must be constructed of solid material that is properly attached and braced. The hooking point must be at least 44 inches rearward from the centerline of the rear axle. The hitch must be horizontal to the ground and stationary in all directions. **The hitch's height from the ground may not exceed 26 inches on 4wd units and 30 inches on 2wd units.** 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. The final decision rests with the NADM Technical Department.

**Interior:** The vehicle must be equipped with one seat for the driver; it must be properly installed.

**Master Cutoff:** A sled-and driver-operated spring-loaded emergency air shut off is mandatory. The cable must terminate into a two-inch diameter steel ring.

**Protective Clothing:** Drivers must wear a jacket meeting SFI specification 3.2A/5 or 3.2A/15. Protective clothing exceeding this specification is permitted. The protective clothing must be labeled with the proper SFI specification. The NADM patch must be located in the upper-most position on the left sleeve of the fire suit or jacket.

**Rear End:** Rear axle bolts must be covered by a cap or shield.

**Suspension, Front:** The axle centerline must remain in the factory location. The final decision rests with the NADM Technical Department.

**Suspension, Rear:** Rigid or 4-link suspensions are permitted. Air suspension is permitted; the compressor must be disconnected.

**Tires:** Tires must be DOT street tires only. Cut tires are prohibited.

**Tow Vehicles:** Tow vehicles are permitted.

**Transmission, Automatic:** 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 with engines running 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 tail housing with a minimum 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 with engines running 4500 RPM or more and 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:** A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles. All 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 bell housing;** it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

**Turbocharger:** Vehicles are limited to two turbochargers only. Single turbos are unlimited. For multiple turbos, the inducer bore on the atmosphere compressor housing(s) may be no larger than 3.2 inches measured at the smallest diameter area 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 3/4 inch long, mounted within 0.050 inch of the compressor wheel, and the inside diameter of the bushing may not exceed the 3.2 inch limit. If you have any questions regarding the construction of a bushing, contact NADM Technical Services before the season starts. A stock map width enhancement (MWE) groove is permitted. No MWE groove may be wider than 1/4 inch. All provisions allowing air to the wheel other than via the bore and MWE grooves are prohibited. The inducer bore will be measured using a 3.25 inch plug.

**Water Injection:** Water injection is permitted. Alcohol, methanol, and all other flammables are prohibited.

Commercially available lube pump is allowed.

**Wheelbase:** The minimum allowed wheelbase is 90 inches; the maximum allowed is 180 inches. The maximum wheelbase variation from left to right is one inch; the measurement will be made using a X pattern (LF-RR and RFLR). The maximum allowed treadwidth is 102 inches.

## **Modified Diesel**

**Modified Diesel 2 or 4 Wheel Drive :** The Modified Diesel (MD) class is designed for off-road, fullbodied, severely modified pickup trucks built for pulling.

**Designations:** MD/MD2W

**Weight breaks:** MD: 7600 lbs. Weight is with driver

MD 2W: 7200 lbs.(Subject to change to keep the class competitive) Weight is with driver

## **REGULATIONS:**

**Ballast:** Ballast is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle.

**Batteries:** Batteries must be securely mounted. They may not be located in the driver compartment.

**Body:** Any full-size truck body style is permitted. It must be painted and reasonably free from rust. Customizing, chopping, channeling, etc., is permitted, but the body must retain the full-bodied appearance. A shield across the frame under the front of the motor shielding the damper and engine fan area is required. **If fiberglass body panels are utilized forward of the firewall, a**

**.060” steel or aluminum shield extending the full length of the engine from the top of the frame rail to a level equal to the deck height or the top of the fender well, whichever is greater, must be in place. Shielding must be installed around the turbo and will be inspected by the NADM technical department for sound construction and installation.** The vehicle must have at least two functional doors. The doors must open and close from inside and outside. Glass may be replaced with Lexan or other shatterproof material of 1/8 inch minimum thickness. The side windows need not be operational. The hood must be closed and securely latched while the vehicle is hooked to the sled.

**Brakes:** Front disc brakes are mandatory.

**Cooling System:** Any sealed system is permitted.

**Credentials:** All drivers must have a valid state drivers license.

**Driver Restraint System:** A driver restraint system labeled as meeting SFI Spec 16.1or 16.5 is mandatory and must be worn snugly. The system includes a crotch strap and must be updated at two-year intervals from date of manufacture.

**Drive shaft 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 ends of each shaft. In addition there will be at least one shaft loop in the middle of the drive 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.

**Engine:** Any compression ignition engine.(Use of larger engines other than one ton or smaller, may be subject to penalties such as hitch height, tire size, or weight.)

**NITROUS OXIDE and other oxygen extenders as well as the use of PROPANE is also prohibited. All system components MUST be removed from the truck.**

**Exhaust:** Exhaust must be directed away from the fuel tank and driver and exit upward. 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 final turbo as is practical.

**Fire Extinguisher System:** A fire extinguisher system is permitted. It must be securely mounted.

**Firewall:** Each vehicle must be equipped with an OEM or minimum 0.024 inch steel firewall, extending from side to side of the body and from the top of the engine compartments upper seal (hood, cowl, or deck) to the bottom of the floor and/or belly pan. The firewall must provide a bulkhead between the engine and/or fuel tank and driver compartment. All openings must be sealed with metal-excluding grommets. The use of magnesium is prohibited.

**Floor:** Each vehicle in competition must be equipped with an OEM or minimum 0.024 inch steel floor pan that extends the full length and width of the driver compartment. Non-OEM floor pans must have cross members (minimum two inch by two inch, 0.083 inch wall thickness square tubing) installed between the frame rails for proper seat and driver restraint system installation and support. All openings must be sealed with metal-excluding grommets. The use of fiberglass and/or magnesium is prohibited.

**Fuel:** The fuel must be pump #1/#2 diesel only. Soy/Biodiesel fuel is permitted.

**Fuel Shutoff:** All trucks must be equipped with a driver operated fuel shutoff capable of blocking fuel flow to the injection pump. A three-way dump valve is recommended.

**Fuel System:** Location: All fuel tanks, lines, pumps, valves, etc. must be located outside of the driver compartment and within the confines of the frame and/or steel body. Fuel pressure gauge isolators, with steel-braided line, may be mounted on the firewall.

**Lines:** All non-OEM fuel lines (including gauge and/or data recorder lines) must be metallic, steel-braided or NADM accepted woven or woven-push lock. **Fuel lines (except steel-braided lines) in the flywheel/bell housing area must be enclosed in a 16 inch length of steel tubing of 1/8 inch minimum wall thickness and be securely mounted as a protection against fuel-line rupture.**

**Harmonic Balancer:** All engines must be equipped with a harmonic balancer or damper meeting SFI Spec 18.1. Alternately, If a harmonic balancer is not used and a tone ring is in place, a shield across the frame under the front of the motor shielding the damper and engine fan area is required.

**Helmet:** Drivers must wear a helmet meeting Snell M90, M95, M2000, M2005, SA90, SA95, SA2000, SA2005, K98 or SFI Spec 31.1A, 31.1/2005, 31.1/2010, 41.1A, 41.1/2005 or 41.1/2010 standards.

The retention strap must be securely and snugly fastened. The helmet must have the appropriate certification sticker affixed inside it.

**Hitch:** The hitch must be constructed of solid material that is properly attached and braced. The hooking point must be at least 44 inches rearward from the centerline of the rear axle. The hitch must be horizontal to the ground and stationary in all directions. **The hitch's height from the ground 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. The final decision rests with the NADM Technical Department. For class MD2W, the hitch height is increased to 30 inches.

**Interior:** The vehicle must be equipped with one seat for the driver; it must be properly installed.

**Intermediate Shafts:** On vehicles so equipped, all intermediate drive shafts must be fully enclosed with a 5/16-inch steel or 3/8-inch aluminum shield. The shield must cover the entire length of the shaft and the universal joints and yokes at each end.

**Master Cutoff:** A sled-and driver-operated spring-loaded emergency air shut off is mandatory. The cable must terminate into a two inch diameter steel ring.

**Protective Clothing:** Drivers must wear a jacket and pants meeting SFI specification 3.2A/5 or 3.2A/15, gloves meeting SFI specification 3.3/15, and shoes or boots meeting SFI specification 3.3/5. Protective clothing exceeding these specifications is permitted. The protective clothing must be labeled with the proper SFI specification. The NADM patch must be located in the upper-most position on the left sleeve of the fire suit or jacket.

**Rear Axle:** Rear axle bolts must be covered by a cap or shield.

**Suspension:** Rigid or 4-link suspensions are permitted.

**Tires:** Tires may be no more than 36 inches tall.

**Tow Vehicles:** Tow vehicles are permitted.

**Transmission, Automatic:** 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 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 tail housing with a minimum 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 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:** A clutch meeting SFI Spec 1.2 or 1.3 is mandatory. All 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 bell housing;** it must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened.

**Turbocharger, Supercharger:** Turbochargers are limited to triple-stage configuration. Turbocharger(s) must be enclosed in the engine compartment; they may not be visible from outside the truck. Turbochargers that are not under the hood must be completely shrouded except for inlet/exhaust pipes. Turbochargers under fiberglass hoods must be completely shrouded except for inlet/exhaust pipes. Shrouding must be equal to or greater than .060 steel or aluminum.

**Water Injection:** Water injection is permitted. Alcohol, methanol, and all other flammables are prohibited.

Commercially available lube pump allowed.

**Wheelbase:** The minimum allowed wheelbase is 90 inches; the maximum allowed is 180 inches. The maximum wheelbase variation from left to right is one inch; the measurement will be made using an X pattern (LF-RR and RFLR). The maximum allowed tread width is 102 inches.

## **STREET LEGAL SEMI TRUCKS**

This class is for street legal, licensed semi trucks. This is truly an OPEN class for all semi trucks, but it is definitely NOT a PURE STOCK class.

**Designation:** ST

**Weight of Truck:** (22,000 lb. Maximum) Promoter can weigh any truck at any time.

### **REGULATIONS:**

All entries must be a Street Licensed Semi Truck.

The owner must furnish a current registration card for the vehicle at the time of registration and the driver must have a valid CDL license.

Truck must be capable of pulling a trailer on the highway.  
All trucks must be driven to pulls.

**Ballast:** Ballast is not permitted at any point on the chassis. Special trucks, such as oil field trucks that carry additional weight not normally found on a “road ready” truck are not permitted in this class.

**Batteries:** Batteries must be securely mounted. They may not be mounted in the driver compartment, or forward of the radiator support.

**Body:** Trucks must have a minimum of 66” from the center of the tandems to the first structural obstruction such as the bunk, toolbox, cab, etc. This is the minimum swing clearance needed to pull a trailer.

**Driver:** The driver is the only person allowed to ride in the cab while vehicle is on pulling track. The driver may not leave the seat while vehicle is on the pulling track. All direction will be taken from the flagman on the track.

**Driver Restraint:** Driver must use seatbelt and shoulder harness if the vehicle is so equipped, when hooked to the sled.

**Engine:** Engine must be stock appearing. Engines in the truck must have been available in a class 8 series truck .

**Exhaust:** Exhaust must be directed away from the fuel tank and driver and exit upward. 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 final turbo as is practical.

**Fire Extinguisher System:** A fire extinguisher system is permitted. It must be securely mounted.

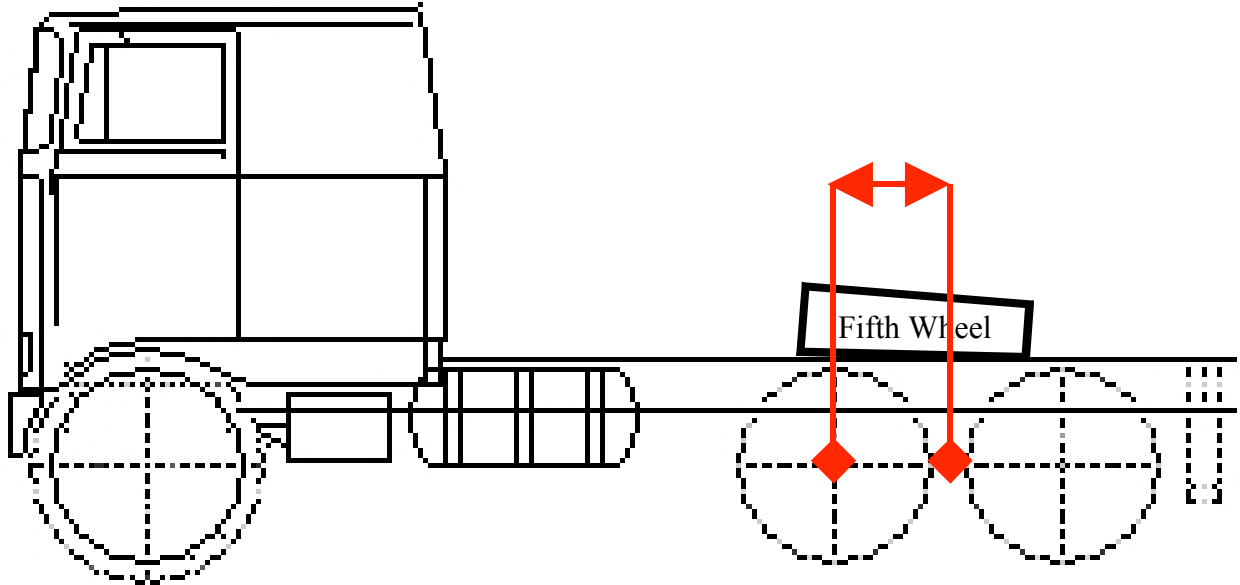
**Fuel:** Normal pump diesel is the only fuel permitted in the class.

**Fuel Pump:** Alteration/modification/replacement of the (OEM) original factory fuel pump is not permitted. No fuel pump may be modified with Sigma parts. A Cummins engine must have a Cummins fuel pump- A Detroit must have a Detroit Fuel pump- A Cat must have a Cat fuel pump. Electronic engines must remain electric. No mechanical fuel pumps permitted on electronic engines.

**Harmonic Balancer:** All engines turning 4500 RPM and higher must be equipped with a harmonic balancer or damper meeting **SFI Spec 18.1**.

**Hitch:** Hitch height is to be determined by promoter. Hitch must work from the fifth wheel with the fifth wheel centered between centerline of the front axle to the center of the two axles.

No further forward then the center of the front axle and no further back then center between the two axles.
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**Interior:** A complete interior, including dashboard, door panels, headliner, etc., 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, etc.) must be retained and be operative. **The use of hand-throttle controls are prohibited.**

**Steering:** The vehicle must retain the full, original OEM steering gear. The vehicle must retain the original OEM power steering assistance, if it was 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 windshield 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/Airbags:** The use of air bags is permitted. However no air may be added to or removed from the air bags while the truck is hooked to the weight transfer machine. The height of the hitch must remain the same from start to finish. Any change in the hitch height will be cause for disqualification. **Chaining or blocking of drive axles is not permitted.**

**Tires:** The tires must be DOT street tires. Cut tires are prohibited.

**Transmission:** Transmission must have been available in a class 8 truck from factory

**Turbocharger(s):** a single turbocharger is the maximum permitted. **\*EXCEPTION- A factory 2006, 2007, 2008 Cat twin turbo is permitted with the factory-installed twin turbo set-up and absolutely no modifications. Also NTC 475 Cummins factory twin turbo set-ups are allowed.**

**Water Injection:** Water injection in any form is not permitted. No ether, alcohol, nitrous or other combustible (propellant) liquid or combustible material may be injected into the turbocharger or any part of the air intake system.

**Wheelbase:** Trucks with triple rear axles are not permitted to participate in this class.

## **Section 2 PULLING PROCEDURES**

### **NADM COMPETITION NUMBERS**

All vehicles are required to display their assigned competition/exhibition numbers at all NADM pulling events. Competition numbers are issued to NADM pulling members only and are assigned to one truck only.

### **DECALS**

All vehicles participating in NADM Sportsman Championship events must prominently display the required NADM decals, as indicated in the POINTS-GENERAL sections of the rulebook. Points may be withheld from any contestant who fails to display the required NADM logos in the required locations.

### **REGISTRATION**

Registration for all classes ends 30 minutes before the scheduled start of pulling.

### **CLASS UPGRADES**

Class upgrades are allowed on a pull to pull basis. The truck may go up one class only and it must be registered accordingly for both classes before the pull registration for that event closes.

### **DRIVERS MEETING**

All drivers must attend the drivers' meeting. The meeting is typically scheduled 15 minutes before the pull starts, at the scale. Failure to attend the drivers' meeting will result in disqualification and loss of all points for the event. It is the driver's responsibility to find out when and where the meeting is to be held.

### **STAGING**

Once a vehicle reaches the front of the staging area for a run, it must be prepared to fire and pull. To be a legitimate pull winner, a contestant's vehicle must self-start and self-stage. Push starting or push-staging any vehicle is prohibited. Staging must be done under the vehicles own engine power. Hoods must be closed and securely latched prior to hooking to the sled.

### **PULLS**

All events with pulls scheduled over two days will consist of two separate pulls. To constitute an official pull, a truck must self-start, self-stage, hook and attempt to pull. For all classes of competition, an individual truck cannot be used for multiple entries. Vehicles must remain in one class with one registered driver for the duration of the event. All pullers will have two chances to move the sled if they let off the throttle before the 100 foot marker. The truck and sled may coast past the marker. In the event of a legitimate mechanical breakdown, the puller will be allowed to unhook from the sled, pull off to the side and fix the malfunction, upon approval by the starting / flagger or Competition Director. The truck may not return to the pits. The pull will continue during the repair. If it is the last truck in the class, the puller will have five minutes to hook from the time the sled is ready. If a truck has a legitimate mechanical failure in the staging line, the puller may drop back in the order until it is repaired. The truck may not return to the pits. If it is, or becomes, the last truck in the class, the puller will have five minutes to pull from the time the

sled is ready. Faking a mechanical failure in order to obtain a better position in line will result in disqualification. The Competition Director's decision is final. At larger pulls (45 or more entries in a single class), the track will be re-dressed after every 25 pulls, or as the weather dictates.

### **DISQUALIFICATIONS**

Any portion of any wheel crossing or touching the boundary lines while pulling will result in disqualification.

Disregard for any flagman or official is grounds for disqualification.

Any driver and/or pit-crew member found to be under the influence of alcoholic beverages or drugs, regardless of amount, will be ejected from the event. Such a condition is cause for suspension, fine, and/or revocation of competition privileges.

Any loss of ballast while under the green flag will result in disqualification.

Extending any portion of the driver's body outside the driver compartment while the vehicle is hooked to the sled is grounds for disqualification.

### **STREETABILITY CONFORMANCE**

Upon completion of the event, the technical inspector(s) may request that the first place pullers in the Work Stock and 2.6 Street Diesel class perform an on-street excursion. Time will be granted to remove weights and adjust suspension stops. The excursion shall not exceed 20 miles.

### **CONTINGENCY AWARDS**

Contestants participating in the NADM pulling series have the opportunity to participate in NADM's contingency programs. Programs administered from NADM headquarters will be advertised on the official NADM website: [WWW.RUNNADM.COM](http://WWW.RUNNADM.COM).

## **Section 3 POINTS AND RELATED PROGRAMS**

### **NADM Sportsman Championship**

Contestants must be current members of NADM with a sled pulling endorsement to be eligible to win the championship. Contestants in each of the classes will be competing for the NADM Pulling Series championship title on the basis of total points earned at NADM National events and NADM Pulling Series events. A contestant's overall points (points awarded minus points deducted) will determine his placement within the pulling series. At the end of the season, all competitors, in the chase for points, will have the option to drop their worst hook. Drivers will be required to attend 50% of the scheduled events to be considered the champion. Members must sign in at the drivers meeting to receive attendance points.

### **REQUIRED CREDENTIALS**

All pullers must have a valid state driver's license. All pullers must have a current NADM base membership. To compete for points and the championship, pullers must purchase a sled pulling endorsement. Please refer to the membership area on the NADM web site or visit the NADM registration trailer at events for more information regarding endorsements and their purchase.

### **POINTS BREAKDOWN**

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Official Sled Pulling Rules  
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## **Points awarded**

**Attendance:** 10 points

### **Final position points**

1st Place: 50,

2nd Place: 48

3rd Place: 46

4th Place: 44

5th Place: 42

down by two to 32 for 10th place and the remainder receive: 30 points for each.

### **Points deducted**

Failing Tech: 5

Disqualification: 10

Cheating: 10

Pulling in wrong class: 50

## **POINTS –GENERAL**

NADM contestants are permitted to designate another person to drive the registered pulling truck during the pull. This will allow the truck to be placed into competition even if the regular driver cannot attend the pull. All points are awarded to the vehicle, not to the driver. Points are not transferable from one class to another. If an event is disrupted and rescheduled due to weather or other conditions while pulls for a class are in progress, contestants unable to return will be awarded points. Points may be withheld from any contestant who fails to display the required NADM decal(s). The decal(s) must be displayed on the pulling vehicle at all times during any event. Decals must be in a prominent location, somewhere between the front spindle and rear axle and above the axle centerline. Decals may be cut to contour. Contestants whose vehicles have experienced irreparable damage may leave the event prior to pulling and retain their points and monetary awards. Any contestant disqualified for mechanical noncompliance loses all points for that event.