

///ALL STAR **ALL★AMERICAN** **PULLING SERIES**

STREET WARRIOR CLASS RULES & REGISTRATION

Safety Guidelines:

- 1. Registration is on-site between 4:00 and 6:00 PM on Thursday August 9th only. Mandatory Drivers Meeting at 6:15 PM. Registration fee is \$40 and includes 1 vehicle, 1 driver and 1 crew member. Each additional crew member is \$20 per person regardless of age.**
- 2. All vehicles must pass a basic safety inspection, including but not limited to having a working seat belt, secure fuel tank, secure batteries, functioning head lights, tail lights, brake lights and backup lights.**
- 3. All competitors must wear a seatbelt anytime the vehicle is in motion. No passengers allowed in any vehicle. All competitors must possess a valid driver's license. Idle speed is MANDATORY in the pit area, entering and leaving the track. Any vehicle found to be "hot rodding" at any point will be automatically disqualified and turned over to local authorities for reckless driving.**
- 4. Anyone entering the pit area (drivers and pit crew included) must not consume any alcoholic beverages or any controlled substance for at least 8 hours prior to entering the grounds and at all times while on the grounds. Anyone found to be under the influence of any amount of alcohol, marijuana or any other controlled substance will be immediately removed from the grounds and turned over to local authorities. All Star reserves the rights to search any vehicle or screen any person at anytime while on the grounds.**

Basic Pulling Procedures:

1. Pullers may spot the sled at any point on the track while the sled is backing into position. Once the track is ready, all competitors have a maximum of 3 minutes to hook onto the sled and be ready for a green flag. Once a competitor is backed up to the sled, the driver must put the vehicle in neutral with the brakes applied and hands up until an official signals the chain is hooked. Driver must ease the slack out of the chain until tight before beginning a run. Driver must wait until the green flag is displayed before beginning their run. Any driver not following any of these starting line procedures will be automatically disqualified.

2. Pulling order will be determined by random draw. If a competitor cannot make it to the line at their allotted timeslot due to a verified mechanical issue only, competitor may drop to the end of the class. First competitor in the class will be the "test puller" and has the right to decline the run and come back at the end of the class. Officials have the right to "reset the sled" after the first test puller. If a puller does not cross the 100 foot mark, they may immediately back up and re-run. Pullers only have 2 chances to cross the 100 foot mark before their run is counted as official.

3. Driver must watch the flagman at all times. Driver must let out of the throttle immediately once the red flag is displayed. Vehicle no longer making forward motion, excessive fluid loss, touching the out of bounds line, or crossing the full pull line would be some of the reasons for a red flag to be displayed. Distance will be measured at the mark where the red flag is displayed, to the nearest inch. Winner of each individual class will receive a fully customized plaque.

Competition & Technical Rules:

1. Street Warrior division is designed for street legal vehicles. If necessary, for fairness amongst the class, vehicles will be sub-divided into classes broken down by weight (4500, 5500, 6500, and 6501+ pound classes).

2. All vehicles must maintain stock chassis, complete OEM body (aftermarket hood and bumpers ok), complete interior and full bed floor, complete firewall and floor pan. Radiators must be in stock position and at least of stock size (can be after market). Transmissions and transfer cases must be OEM and must have a functioning neutral gear.

3. Engines must be stock-appearing, OEM-make specific engine. Exhaust must exit behind the drivers compartment (diesel vehicles). Exhaust modifications are allowed (gasoline vehicles may have either after market headers or intake manifold, but not

both). No nitrous, propane, methanol, alcohol or any other fuel oxidizer allowed. Turbo and superchargers are limited to stock OEM make-specific only.

4. DOT tires only, no cuts or modifications allowed. Aftermarket rims allowed.

5. Front suspension: 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.

6. Rear suspension: 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. 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 maintain a stock shock travel. Suspension stops are not allowed. All rear suspensions must use at least one working shock absorber per wheel.

7. Must maintain original factory wheelbase and track width.

8. No hanging weights or additional ballast allowed.

9. The hitch must be a receiver style hitch attached to the frame; 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 inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop.

Questions regarding rules and other technical information must be directed towards Competition Director Donnie Fagundes with Maxx Kakl Powersports at 559-977-2955 or MaxxKaklPowersports@hotmail.com