



2010 Bluegrass Pulling Series Protest Procedures & General Regulations

1. PROTEST MUST BE SUBMITTED IN WRITING TO A B.O.B OFFICIAL WITHIN 10 MINUTES AFTER CLASS ENDS ON THE SAME DATE OF THE EVENT.
2. PROTESTOR MUST BE IN SAME CLASS AS THE COMPETITOR HE OR SHE IS PROTESTING. THE PROTESTOR MUST BE ABLE TO BETTER HIMSELF OR HERSELF IN PRIZE BY THIS PROTEST.
3. PROTEST MUST BE ACCOMPANIED BY THE PROTEST FEE. PROTESTOR MUST PUT UP CASH OR CHECK FOR THE PROTEST FEE.
4. PROTESTOR SHALL NOT BE PRESENT DURING THE CHECK OF THE PROTESTEE'S VEHICLE, AND CANNOT PARTICIPATE.
5. PERSON OR PERSONS OF EITHER PARTY ACTING IN AN UNPROFESSIONAL MANNER SHALL BE DISQUALIFIED.
6. **ENGINE PROTEST PROCEDURE:**
 - a. TRUCKS AND TRACTORS REQUIRING A COMPLETE TEAR DOWN OF THE ENGINE WILL REQUIRE A \$1000.00 PROTEST FEE TO BE PAID BY THE PROTESTOR. THIS WILL CONSIST OF REMOVING THE HEAD AND CHECKING THE CUBIC INCHES.
 - b. TURBO CHECK WILL REQUIRE A \$200.00 PROTEST FEE TO BE PAID BY THE PROTESTOR.
 - c. A \$200.00 PROTEST FEE WILL BE CHARGED ON ANY NITROUS PROTEST FOR TRACTORS AND TRUCKS
7. ***ANY ENGINE FOUND ILLEGAL WILL LOSE ALL POINTS AND THE WINNING PARTY WILL RECEIVE PROTEST MONEY***
8. TURBO'S WILL BE CHECKED AT THE FIRST PULL BY A TECH OFFICAL AND RANDOMLY THROUGHOUT THE SEASON. IF THE TURBO'S ARE CHANGED AT ANY POINT DURING THE SEASON THE COMPETITOR SHALL NOTIFY THE TECH OFFICAL AND A RE-INSPECTION SHALL BE COMPLETED. THE TECH OFFICAL CAN CHECK AND/OR RE-CHECK TURBO'S AT ANY TIME. IF, DURING A RANDOM INSPECTION THE TURBO IS FOUND TO BE ILLEGAL, YOU WILL LOSE ALL POINTS.
9. VISUAL INSPECTIONS BY PROTEST WILL REQUIRE A \$100.00 FEE FROM THE PROTESTOR.
10. ANY VISUAL PROTEST INSPECTION CONSISTING OF CHECKING HITCHES, WHEELBASE LENGTH, ANYTHING CONCERNING WEIGHT BOX, OR ANY OTHER INSPECTION THAT DETERMINES THE PROTESTEE HAS A RULE VIOLATION WITH HIS OR HER VEHICLE WILL CAUSE THE PROTESTEE TO LOSE ALL THE POINTS FOR THAT PULL.
11. THE B.O.B TECH OFFICIALS HAVE THE RIGHT TO OPEN THE VEHICLE HOOD OR INSPECT THE VEHICLE OR ANY PARTICIPATING PERSON AT ANYTIME.
12. THE PROTESTEE OR OWNER OF THE VEHICLE IS RESPONSIBLE FOR THE TEAR DOWN OF HIS OR HER VEHICLE.

EVENT OPERATION AND GENERAL RULES FOR ALL CLASSES

1. All pullers must be in the staging area when their class starts
2. A competitor will have a maximum of TWO(2) minutes to report to the starting line once the sled is ready.
3. All pulling vehicles shall come to the competition area under their own power.
4. Tow starting of any vehicle shall be at the track official's discretion.

TEST PULLER

1. ALL CLASSES

The **first** puller to hook to the sled in a class will be considered the test puller and have the following options:

- a. Accept the pull.
 - b. Drop the pull and pull again immediately.
 - c. Drop the pull and come back in the last position.
 - d. Any puller following a sled adjustment at the start of a pulling class will be considered a test puller. B.O.B officials have the right to eliminate this test option.
2. The decision to re-hook must be made before the competitor and the pulling vehicle leave the track area.
 3. Event Malfunction:
 - A. In the event of an event malfunction the affected puller and/or pullers will be allowed to re-pull immediately or in last position. All decisions on re-pulls will be decided by the presiding track official's and at his/her discretion.
 4. The loss or a failure of safety equipment while the pulling vehicle is under the green flag shall result in disqualification.
 5. Competitors shall be disqualified if the pulling vehicle touches or goes over the boundary-lines while under the green flag. If the pulling vehicle passes the established full -pull line and crosses the boundary line the pull will be considered a legal hook.
 6. A person capable of safely operating and controlling the vehicle shall be seated in the vehicle when being starting or the engine is running. Seats unoccupied while the vehicle is running will be cause for disqualification.
 7. Pullers will be given 2 attempts to start the sled. A puller who does not make a pull past the 75 foot marker will be given a second attempt. If the puller makes an attempt to stop before the sled reaches the 75 foot marker, a second attempt will be given at the starting flagman's discretion.
 8. A puller who experiences mechanical problems and cannot make the scheduled hook may request a mechanical drop, if the request is granted by the presiding track official the puller will be allowed to pull at last position.
 9. Any disqualification on a first attempt eliminates a second attempt.

10. The loss of excessive fluids while under the green flag will be cause for disqualification. All pullers and team members shall use caution in pit areas and on/or off the track. Safety for our competitors and spectators is paramount.

11. Any un-sportsmanlike conduct and/or language on track or in the pit area is un -acceptable, and will not be tolerated. B.O.B official rulings are final.

12. If the pulling vehicle loses a weight at anytime it's hooked to the sled, the driver shall be disqualified. If the pulling vehicle loses a part, shield, center cap etc. it shall be the track officials decision to disqualify the driver. Driver, spectator and track official's safety will be taken into consideration.

Pull Offs:

- A. A pull-off will be run in the same order as the official class. There will be no dropping positions in a pull-off.
- B. All pullers will be given two (2) attempts to pass the 75 foot marker in a pull-off.
- C. In the event of an event malfunction occurs in a pull-off situation the affected puller or pullers will be allowed to drop to last position.
- D. If a puller is disqualified for any reason in a pull-off they will be given last place in the pull-off.

RAIN OUT or OTHER EVENT ENDING SITUATIONS

- 1. Any class not completed for any reason will be treated as a rain out
- 2. If 2/3 of a class as pulled it will be declared as an official class. Those competing will receive points and monies as the class finished. Any remaining points and monies will be split equally among the competitors that did not run.
- 3. If less than 2/3 of the class is complete all points and monies will be divided equally among the competitors in that class.
- 4. The promoter and B.O.B officials will decide if and when a rain-out occurs.

GENERAL CLUB RULES FOR ALL CLASSES

- 1. B.O.B representatives shall reserve the right to interpret any and all rules. New rules may be adopted during a pulling season at any time to promote safety or the benefit of the sport.
- 2. All pullers are to be careful in pit areas and on/or off track (watch spectators and/or families of pullers). Any un-sportsman conduct and/or language on track or in pits is un -acceptable, and will not be tolerated. A grievance committee will be set up to handle problems if they arise.
- 3. Two (2) minute limit to hook to sled.

ENGINES

- 1. All turbo charged engines will use 2 - 3/8 bolts mounted inside the exhaust pipe. The bolts will be mounted perpendicular in order to prevent turbo charger parts from exiting the exhaust pipe.
- 2. All vehicles with engine powered fans must have shrouded.

3. All pulling vehicles must have a starter interrupter switch, which will allow starting of vehicle only in neutral on manual transmissions and in the park position on automatic transmissions. Switches must be mounted on the shift lever.
 4. All V-8 engines must have engine side shields. Shields must run the entire length of block casting. Shields must be from the bottom of head to top of the frame and must be mounted to frame.
 5. All electric fuel pumps on spark ignition engines must be grounded when kill switch is pulled.
 6. Air shut-offs on diesel engines shall be spring loaded to a closed position. Butterflies inside the air intake pipe will not be permitted.
 7. All super farm and pro farm tractors will be required to use a cable restraint system. One 3/8-diameter cable will be used to restrain the cylinder head. The cable will surround the engine and be mounted between the first and second cylinders. The cable will pass through the exhaust port area. The cable will use two cable clamps and will have 4 to 6 inches of slack.
- 8} Diesel engines will use a manual 3 way dump -valve installed ahead of injection pump. The dump-valve must be operated from the dash panel.

INTERCOOLERS

1. All intercooler/after cooler assemblies must be shielded on all side by .060 steel or aluminum.

DISCONNECT SWITCH

1. A disconnect switch will be installed to shut off all electric current from the battery. Switch must be operated from outside the vehicle and be mounted on the vehicle to provide easy access from the ground. Must be easily accessible.

KILL SWITCHES

1. All kill switches shall be mounted a maximum of 48 inches above hook point and within 6 inches of center of pulling vehicle. Kill switch rings will be a minimum of (2) inches in diameter and must be steel.

STABILIZER BARS

Tractors

1. Stabilizer bars will extend a minimum of 32 inches behind the centerline of the rear axle.
2. Stabilizer bars shall not exceed 10 inches off the ground and have a 5-inch square ground pad.
3. A vertical brace will extend a minimum of 24 inches upward from the pad and a horizontal brace will connect the Stabilizer bars
4. Bars must be capable of supporting the vehicle weighted for the heaviest class it will compete in vertical brace to the stabilizer bar assembly
5. Rolling wheels or moving devices of any kind will not be accepted on any stabilizer bar in any class.

FIREWALLS

1. Trucks are required to use a complete firewall. The firewall will be the full width of the driver's compartment and go from the dash panel to the floorboard. The firewall will be made of a minimum of .060 materials. Acceptable materials are lexan, steel, aluminum or the factory dash.
2. All trucks will be required to pull with the hood on completely covering the engine compartment

ADDITIONAL SAFETY REQUIREMENTS

1. No tinted windows. Factory tint is acceptable.
2. No dirt deflectors.
3. Quick release steering wheels are permitted in any class with roll cages.
4. All Tractors: Front wheels must track with rear wheels.
5. All tractors must have a solid barrier between driver and rear wheels. Barrier must be capable of supporting driver's weight. Fenders and/or tire shields are required.
6. Wide front end assemblies only.

CLUTCHES & BELL HOUSINGS

1. All Pulling Vehicles equipped with an automotive type engine using a clutch/flywheel assembly will be required to use a Billet Flywheel. The Flywheel will be made of steel or aluminum and be **SFI approved**. Absolutely no cast iron allowed. All clutch assemblies will be steel and must be SFI approved; no cast iron.
2. All tractors classes will have SFI approved clutch/flywheel assembly, no cast iron. All tractors shall use a six buckle, SFI approved blanket surrounding the transmission housing. The SFI blanket will be 20 ply ballistic nylon or Kevlar equivalent.

TIE BARS

1. Safety tie bars will be required in tractor classes.
2. Tie bars will be from frame rail to rear axle housing and be capable of supporting the tractor with all bolts removed from transmission housing.

HITCHES

1. All hitches will be minimum 3 3/4 inches long and a minimum of 3.5 inches wide at the hook point. Lateral thickness of the hitch will be max 1 1/2 inch minimum and 1 inch of cross-sectional thickness.

KILL SWITCHES

1. Kill switches will be mounted a max of 48 inches above hook point and within 6 inches of center of pulling vehicle. Kill switches ring will be 2 inches minimum diameter and must be steel.

FIRE SUITS

1. **All Classes**: A complete fire-suit and fireproof gloves are required in all classes excluding diesel trucks. Fire-suits must meet SFI Specifications. No tennis shoes are to be worn, you must have good work shoes or fire shoes. Fire-suits are not required for truck pullers if the original interior is used.

DRIVER PROTECTION

1. All drivers will be required to use an SFI approved neck collar if a fire suit is required for your class.

HELMETS

1. All competitors will wear a full-face helmet with a Snell 2005 rating or better, excluding diesel trucks.

SAFETY

1. All vehicles must have working brakes.
2. All pulling vehicles must be equipped with a seat belt.
3. Any driver who is out of his or her seat during the pull will be DISQUALIFIED.
4. All vehicles must have a working fire extinguisher.
5. Driver's seat must be directly behind the steering wheel.

DRIVELINE SHIELDING

1. All remaining exposed drive shafts will be shielded 360 degrees by 3/8 inches aluminum or 5/16-inch steel. Drive shaft must be completely covered, minimum 1/4 inch visible at either end.

DOMINATOR RULE ALL CLASSES: IF a competitor tends to dominate the class, the Battle of The Bluegrass officials, have the right to amend the rules at anytime to ensure equal competition. See staff member for details.

ALL COMPETITORS MUST SIGN A THE BATTLE OF THE BLUEGRASS WARRANT OF CLUTCH, FLYWHEEL, FLEXPLATE, BELL HOUSING COMPONENTS AND ENGINE CUBIC INCH GUARANTEE SHEET.

The BATTLE OF THE BLUEGRASS officials reserve the right to add, delete or change any rule at anytime.