

2017 Battle of the Bluegrass Rules
General Regulations & Protest Procedures
EVENT OPERATION AND GENERAL RULES FOR ALL CLASSES

No Rule Changes from 2016

I. General Rules for All Classes

- The BATTLE OF THE BLUEGRASS officials reserve the right to add, delete or change any rules at any time.
- Vehicle and team must adhere to class-specific rules as outlined in individual class rules documents, as well as rules listed in this document.
- B.O.B (Battle of the Bluegrass) 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.
- All pullers are to be careful in pit areas and on/or off track (watch for spectators and families of pullers).
- No additional entries can be added to any class once that class has started.
- All pullers must get teched by an official for safety and competition and have a tech paper on file.
- All available decals must be displayed to the vehicle on both sides during competition. One set of decals will be given to each vehicle once per year. Additional sets of two decals are \$5 per sponsor. The Battle of the Bluegrass reserves the right to disqualify and/or not pay the purse to any vehicle that competes without decals.
- Test runs (non-competition) must pay a \$30 fee to test. This will allow one pass down the track. All test runs will be done after all competition of all classes at the end of the show as a courtesy to fellow pullers, fans, and contracted workers.

Items listed below are alphabetical.

A. Clutches and 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.

B. Disqualification (DQ):

1. The loss or a failure of safety equipment while the pulling vehicle is under the green flag shall result in disqualification.
2. 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.
3. 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.
4. 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. Any disqualification on a first attempt eliminates a second attempt.

5. 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.
6. Any un-sportsmanlike conduct and/or language on the track, in the pit area, in the entry area, or in the announcer stand is unacceptable and will be grounds for disqualification. B.O.B official rulings are final.
7. If the pulling vehicle loses a weight at any time it is 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 official's decision to disqualify the driver. Drivers' safety, spectators' safety, and track officials' safety will be taken into consideration prior to making a decision.
8. See additional info regarding DQ, under "Testing" and "Protest Procedures" in this document.
9. See rule above regarding decals.

C. Driveline Shielding:

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.

D. 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.
9. No excessive fluid on the track. A catch can will be required if necessary.
10. Tractor classes only: No electronic fuel systems of any kind.

E. Event Malfunction:

In the event of an event/sled 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 officials and at his/her discretion.

F. Fire Suits:

A complete fire-suit and fireproof gloves are required in all classes, except for street stock trucks. Fire-suits must meet SFI Specifications. No tennis shoes are to be worn. You must have good work shoes or fire shoes. All drivers will be required to use an SFI approved neck collar if a fire suit is required for your class.

G. 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.

H. Helmets:

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

I. Hitches:

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. All Street Stock/2.5 Work Stock and 2.6 Truck Classes will run a 24 inch hitch.

J. Intercoolers:

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

K. Mechanical Drop:

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 in last position. Limited to 2 (two) per year.

L. Points:

1. Points will be awarded to Battle of the Bluegrass members only.
2. Points Formula is as follows:
 - a. At each event (unless advertised as a non-points event), 1st place gets 50 points, 2nd place gets 48 points, 3rd place gets 46 points, and so on in two-point increments. That continues until 14th place. At 14th and all remaining places, it is 25 points.
 - b. If there is a tie, the two points amounts are averaged. (For example, if two people tie for 1st place, we would add 50 and 48 then divide by 2 so each would receive 49 points.)
 - c. Only members get points. If there is a class of 10 and only one guy is a member, even if he finishes last, he earns 50 points.
 - d. The points follow the vehicle, not the driver.
 - e. In the event of a rainout where drivers show up but cannot pull, they receive 25 points.
 - f. Anyone who drives the vehicle (additional drivers and substitute drivers even if only one-time subs) must be a member for the vehicle to earn points.
3. Competitors must compete in a minimum of 70% of their respective classes to be eligible for end-of-season Championship Points payout.
4. Points will only accrue after membership is paid. Previous events' points will not be added retro-actively for late-paid memberships. (Example: if a driver pays for a membership on the 3rd

pull of the season, we will not add in points for the 1st and 2nd pulls that he participated in before becoming a member.)

5. We celebrate our points champions at our annual banquet and encourage everyone to attend. For those who have been awarded checks but who do **not attend** the banquet: check will be mailed 3-4 weeks after the banquet. Jackets or physical trophies can be sent home with another member, but the bank check will be mailed. Jackets and physical trophies will be available at the entry trailer the following season to those who earned them but did not attend the banquet or make arrangements for other members to collect them at the banquet. We will no longer be shipping them.

M. Pull Offs:

1. A pull-off will be run in the same order as the official class. There will be no dropping positions in a pull-off.
2. All pullers will be given two (2) attempts to pass the 75 foot marker in a pull-off.
3. 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.
4. If a puller is disqualified for any reason in a pull-off, he/she will be given last place in the pull off.
5. All vehicles must compete in the Pull Off unless broke.
6. The Battle of the Bluegrass will determine the pull-off distance as necessary. This will be on a case by case basis. However, B.O.B officials reserve the right to change, modify or float the finish if deemed necessary.

N. 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 has 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.

O. Safety Requirements Not Listed Elsewhere in this Document:

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.
6. No tinted windows. Factory tint is acceptable.
7. No dirt deflectors.
8. Quick release steering wheels are permitted in any class with roll cages.
9. All Tractors: Front wheels must track with rear wheels.
10. 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.
11. Tractor classes only: Wide front end assemblies only.
12. All Diesel vehicles excluding Work Stock Trucks shall have a 3-way dump valve for safety and fuel testing.

P. 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.

Q. Staging and Starting:

1. **All pullers must be in the staging area when their class starts and remain with the vehicle.**
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.

R. Switches:

1. **Disconnect Switch:**
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!
2. **Kill Switches:**
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.

S. Testing:

1. The Battle of the Bluegrass Pulling Series will test fuels and water in all pulling classes. Fuel test will be performed randomly to determine the legality of all fuels used by competitors and/or members of the B.O.B. Pulling Series. Test equipment will vary and the type of equipment used will be at the discretion of B.O.B. Officials. A fuel test valve will be mandatory on all pulling vehicles unless stated otherwise. Samples will be taking from the fuels lines that feed the engine. Any discrepancy in the fuel test a sample will be send to a B.O.B Series approved laboratory at the competitor's expense.
2. Dielectric readings for fuel are as follows:
 - a. **Gasoline:** Maximum dielectric constant of 2.1 and minimum of -1
 - b. **Diesel Fuel:** Maximum dielectric constant of 4.9 and minimum of 2.1.
3. Penalties for illegal fuel and/or water injection:
 - a. 1st offense will result in the competitor and vehicle being disqualified for that event and loss of points and prize money.
 - b. 2nd offense will result in the competitor and vehicle being disqualified and loss of prize money for that event, all points and suspended for 1 year and 1 day.

T. Test Puller:

1. **ALL CLASSES**-Only 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, or
 - c. Drop the pull and come back in the last position.
 - d. The first competitor must go past the starting flagman under full power to be considered an attempt. (Example: The first puller comes up and doesn't really move the sled. He will not be considered first attempt).
2. The decision to re-hook must be made before the competitor and the pulling vehicle leave the track area.
 3. No test option after re-set of sled.

U. 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.

V. Winners' Checks

Failure to have sponsors' decals on pulling vehicle may be grounds for delayed, withheld, or forfeited prize check. Displaying sponsor decals is a requirement for participating with the B.O.B. Series.

II. PROTEST PROCEDURES

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 in the same class as the competitor he or she is protesting. The protestor must be able to better himself/herself in prize by this protest.
3. Protest must be accompanied by the test fee. Protestor must put up cash only for the protest fee.
4. Protestor shall not be present during the check of the protestee's vehicle and cannot participate.
5. Person(s) 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 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 protest fee to be paid by the protestor.
 - c. A \$200 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 the protest money.
8. Turbos will be checked at the first pull by a tech official and randomly throughout the season. If the turbos are changed at any point during the season, the competitor shall notify the tech official and a re-inspection shall be completed. The tech official can check and/or re-check turbos at any time. If, during a random inspection, the turbo is found to be illegal, the vehicle will lose all points.
9. **Visual inspections** by protest will require a \$100 fee from the protestor. 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/her vehicle will cause the protestee to lose all points for that pull.
10. B.O.B Tech Officials have the right to open the vehicle hood or inspect the vehicle at any time.
11. The protestee or owner of the vehicle is responsible for the tear-down of his or her vehicle.

