

MATPA 2015 Rules

Enhanced Street Gas

Class is intended for those that want to increase the performance of their “streetable” gas truck.

Engine:

Must be from same manufacturer as vehicle body.

Must be naturally aspirated.

Must be in stock location intended by manufacturer.

Must be from the same vintage truck and manufacturer as chassis/body.

Must be from a vehicle rated 1 ton or less.

Must run on gasoline (no alcohol or diesel), Cam2 and other related fuels are acceptable.

No nitrous oxide allowed, and ALL nitrous equipment must be removed from vehicle prior to pulling.

Must utilize an SFI approved balancer.

Must utilize an SFI approved flexplate/flywheel.

500 CID limit.

Must have a cast iron block and heads (unless equipped from factory), if utilizing aluminum block or heads, fuel system must remain stock.

Aftermarket heads are not allowed.

Limited to a single carburetor with a 4150 style base (no dominators or predators), or if equipped with EFI the stock throttle body must be used.

Aftermarket intakes allowed.

Sheet metal intakes not allowed.

Aftermarket cams and/or springs are allowed.

Dry sumps are not allowed.

Vacuum pumps are not allowed.

Engine driven fans require 360 degree metal shielding.

Electric fans do not require a shroud.

Electric fuel pumps must be wired through ignition switch.

Aftermarket ignition boxes allowed.

Exhaust:

Must have a full exhaust system including mufflers, and must run under vehicle and exit rearward of passenger cabin.

No upright headers allowed.

No open exhaust allowed (including dummy mufflers).

Driveline Shielding:

Universal joint shields and driveshaft loop are required on the rear driveline and recommended on the front.

If utilizing a driveshaft between engine and transmission it must be shielded 360 degrees the entire length.

Ballast:

Vehicle (with driver) cannot weigh more than 6500 lbs.

Ballast may be mounted as long as it cannot be seen by “casual observance”. Casual observance defined as being able to be seen from a spectator’s point of view.

Weights cannot be hung off the front of the vehicle.

All weights must be securely and safely fastened.

No transfer of weights allowed while vehicle is in motion.

Safety:

Vehicles do not have to be inspected but must be deemed safe by MATPA technical inspectors.

All vehicles must be equipped with a minimum of a 2 pound ABC dry chemical fire extinguisher, fully charged, in working condition, and within easy reach of the operator.

All drivers must wear a helmet with a chin strap fastened.

Vehicles will have sled stops that stick out a minimum of 8" from vehicle body and extend a minimum of 8 inches vertically and must be of rigid construction and securely mounted to vehicle.

Body:

Vehicle must retain all factory glass and hardware.

Vehicle must retain full interior (exception: rear seats can be removed if equipped).

Vehicle must have a hood, grill, and fenders in place as intended by the manufacturer.

Body panels (except hood) must be constructed of the same material as OEM equipped (no replacing steel with fiberglass, aluminum, etc).

Tilt noses are not allowed.

Tilt bodies are not allowed.

All doors must be functional.

Vehicles equipped with pickup beds must have a complete OEM floor.

Vehicle may compete without a tailgate for greater hook point visibility.

Front bumpers must be unaltered OEM or equivalent style (such as LMC factory reproductions).

No homemade or aftermarket bumpers allowed.

Commercially bought brush guards or lower snow plow frames are allowed but must appear unaltered.

Driver's compartment:

No batteries allowed in driver's compartment.

No radiator, heat exchanger, or water hoses allowed in driver's compartment.

No fuel lines allowed in driver's compartment.

OEM firewall required.

All vehicles must have a complete firewall (no holes except for controls and must be kept to the smallest size possible).

Tires/Wheels:

Any D.O.T. tire allowed.

No cut or altered tires allowed.

No pulling tires allowed.

No dual rear (or front) wheels allowed.

Removing one set of inner OR outer dual tires is allowed or a traditional tire and rim may be substituted.

Tires with studs and/or chains will not be allowed.

No limit on size or combination as long as it is deemed safe.

Centerline of the front tires must be +/- 4" from the centerline of the rear tires.

No excessive offsets allowed (such as regular wheels on dually spacers).

Transmission:

Must be from a passenger vehicle rated at one ton or less.

All vehicles require a working neutral safety switch.

All vehicles require a reverse light operated by the transmission or linkage.

Automatic transmissions require at least a 3 strap SFI approved blanket or an SFI approved Kevlar shield.

Manual transmissions require an SFI approved bellhousing.

Driveline:

Vehicle must be 4 wheel drive.

Front and rear axles must be from a passenger vehicle rated at 1 ton or less.

Transfer cases must be from a passenger vehicle rated at one ton or less.

No quick change gears allowed in any differential or transfer case.

Frame/Chassis:

Stock full length frames required.

Must be the same as the make and model of the vehicle body.

Frames may be modified/reinforced but no tubular frames allowed.

No modification to frame that alter wheelbase.

No portion of the vehicle may interfere with the sled, chain, or hook during the pull or while being hooked/unhooked.

The area around the drawbar must be free of all obstruction (including weights, wheelie bars, etc.) for ease of hooking/unhooking.

Drawbar/Hitch:

Must be properly designed and made of steel or equivalent.

Hitch pin/bolt must be a minimum of 5/8" in diameter and grade 8 strength or equivalent.

Must be attached to frame only (bracing and extra supports are allowed).

No bracing or supports are allowed to contact body, axle, or suspension in any manner.

No cables, springs, or mechanical hitches allowed.

Attachment point to the sled must have a minimum 3" diameter hole and securely fastened to vehicle.

Hook point must not exceed 26" from the ground (measured with the MATPA measuring device).

Attachment point to the sled must be further back than the rearmost part of the (unaltered) sheet metal (on most trucks the bed taillight housing extends beyond the rear bed pan).

Hitch POINT (not just hitch) must be the first point of contact when backing into a vertical wall regardless of sheet metal design (no alterations allowed to sheet metal or bed that would change that) using fleetside bed measurements. Safety devices (such as sled stops) will not be included in this measurement.

No portion of hitch can attach forward of the centerline of the rear axle (measured with a plumb bob at weigh in and hitch check).

Suspension:

Suspension must be stock configuration for particular make, model, and year (i.e. leaf springs, coils, IFS, etc.), if truck utilized coil springs from the factory, it must utilize coil springs (aftermarket springs, springs from other manufacturers, and safe alterations of stock springs are acceptable).

No homemade setups (i.e. 3 link or 4 link).

Properly installed lift kits are acceptable.

Blocking suspension in a safe manner is allowed.

Properly designed traction bars are allowed.

Air shocks/bags or similar devices are allowed on the pulling vehicle as long as there are no controls going to or from them that would allow changes while in the pulling vehicle.

Brakes:

All vehicles must have 4 working brakes (2 front and two rear) operating off the factory brake pedal.

Fuel Tanks:

Factory fuel tanks may be utilized if deemed safe.

Fuel cells allowed if mounted out of sight and in a safe manner.

Kill switch:

Vehicle must have a working kill switch.

Must be mounted independent of the drawbar.

Must have attached to them a minimum of a 2 inch diameter ring securely attached for sled kill switch cable attachment.

Will be located within easy reach.

On spark ignition vehicles, kill switch must break or ground the ignition circuit.

On vehicles equipped with electric fuel pump(s), the kill switch must break the circuit to any electric fuel pump(s).