

MATPA 2015 Rules

Street Legal Gas

Class is intended to introduce pullers to competitive sport of gas truck pulling in a friendly fun atmosphere.

Registration:

Vehicle must have a current and valid State inspection sticker and must be insured to operate on the road. Vehicle must have proper license plate(s) attached with appropriate valid sticker matching the registration. Truck must be driven to at least 2 pulls (if pulling for the entire season).

Engine:

Must be naturally aspirated unless otherwise equipped from the factory.

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 pump gasoline (no alcohol or diesel), Cam2 and other related fuels are not acceptable.

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

Cannot be stroked (stock stroke only).

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

Cannot be bored more than .060 over stock diameter.

Aftermarket heads are not allowed.

Limited to a single carburetor flowing no more than 750CFM, 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 (springs must utilize stock spring pocket).

Dry sumps are not allowed.

Vacuum pumps are not allowed.

Aftermarket electric fuel pumps are not allowed (if vehicle was equipped with a block mounted pump, it must be utilized).

Must utilize factory ignition system, aftermarket ignition boxes (i.e. MSD) are not allowed.

Exhaust:

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

No open exhaust allowed (including dummy mufflers).

Exhaust must pass Massachusetts noise and visual standards.

Driveline Shielding:

Universal joint shields and driveshaft loop are recommended but not required.

Ballast:

Vehicle (with driver) cannot weigh more than 6800 lbs.

Ballast must be mounted in bed or rear cargo area of vehicle and properly secured.

No transfer of weights allowed while vehicle is in motion.

Weight cannot be hung from front of vehicle or hidden in any location other than bed/cargo area.

Any ballast that is not properly secured and falls onto the track will be grounds for disqualification from event.

Safety:

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

All drivers must wear a properly fastened seat belt.

All body parts must remain in vehicle while hooked to sled.

It is recommended that a fire extinguisher be mounted in easy reach of the driver.

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 OEM or equivalent style (such as LMC factory reproductions).

No homemade or aftermarket front bumpers allowed.

Vehicle must have a rear bumper properly attached to vehicle.

Aftermarket and properly designed homemade rear bumpers are acceptable.

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 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.

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.

It is **recommended** that vehicles with automatic transmissions utilize at least a 3 strap SFI approved blanket or an SFI approved Kevlar shield.

It is **recommended** that vehicles with Manual transmissions utilize 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.

No lockers or welded differentials allowed in the front axle. Vehicle must be able to turn in 4WD on dry pavement. Vehicles equipped with front electric or air lockers must have lines/connectors disconnected.

Frame/Chassis:

Stock frames required.

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

No modifications allowed to frame (other than for safety).

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.

Hitch:

Must utilize a factory or commercial "Reese style" hitch in its intended location.

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.

Hitch cannot extend forward of the (unaltered) framerail ends more than 24".

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 bumper for the particular make, model, and year of truck (if a fleetside bed and bumper was available, that will be used as the measurement). It will be measured from the axle centerline for trucks with modified beds (flat beds, dump beds, utility bodies, etc.) and compared to a factory truck of similar design.

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 solid is not allowed (suspension must have a minimum of 1" of travel in the front AND the rear).

Traction bars are not allowed but **spring clamps are acceptable**.

Air shocks/bags or similar devices are not allowed.

Brakes:

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

Fuel Tanks:

Fuel tank must be in stock location unless otherwise deemed dangerous (i.e. trucks utilizing in cab fuel tanks from the factory).

Kill switch:

Is recommended but not required.