



2016 PROPOSED RULE CHANGES

DECEMBER 12, 2015

GENERAL

- Clarify the per hook fee wording. Submitted by: Paul Flynn
- Vehicles pulling under the per hook fee must meet the criteria of the class.
Submitted by: Dave Wollerman
- Propose the addition of a 4WD Diesel Class. Submitted by: Gary Schyvinch
- Stock semis are obsolete. One truck runs 90% of the time. We have trucks that want to run but don't meet the stock rules. Propose the addition of an Altered Stock Semi class.
Submitted by: Gary Schyvinch

HOT FARM

- Maximum pump size rule (13mm). Submitted by: Josh Hayes
- Possible box charger rule. Anyone running a box 3" inlet turbo can run 3,500 RPMs.
Submitted by: Josh Hayes
- Add intercooler. Submitted by: Tom Yost
- Any 466 cu in engine is okay. Submitted by: Tom Yost

NSS

- Change the class to Limited Light Super Stock with South Central Rules. Submitted by: Mike Turner

OPEN STOCK

- Mount shocks anywhere on the front of the truck. Submitted by: Kelly Dykstra

SUPER STOCK

- Engine rule #2 needs clarification. Submitted by: Steve Swanson
- Allow fiberglass body components. No one piece bodies. No carbon fiber. Must have a glass windshield. Submitted by: Tory Laubach
- Please consider amending the rules to allow aluminum engine blocks for Dodge trucks running Dodge engines. Non one, except Mopar Performance, makes blocks and they have been on backorder for over 8 years. Only a few are released periodically. The backorder is so big that your chances are 1 out of 549 of getting one and the waiting list is still years away. They also have thin wall/cracking issues in the valley area. Aluminum blocks make less power than an iron block so their only benefit is availability. There are Dodge pullers that would join Pulling Associations if they had a readily available engine block. It would also increase truck count and have more manufacture variety and would potentially increase the fan base. Submitted by: Steve Sterwald
- Allow fiberglass bodies with front and rear glass. The reason for this change will allow the possibility of more trucks to enter into the class. Also for my own personal reason to fabricate a lift off body for ease of maintenance. This would make more sense to do it with fiberglass than steel. Submitted by: Steve Sterwald

NO PROPOSED RULE CHANGES FOR ALL OTHER CLASSES