



Open to all trucks, max one ton driveline, one ton chassis, engine year 2002 or older (2003 7.3L Powerstrokes permitted). No common rails, newer blocks are allowed as long as original, OEM style injection system is used. Engine swaps allowed, does not need to be make or year specific. Gas engines limited to single carburetor. No deckplates.

- All trucks with non-oem turbochargers must have 2 grade 8, 3/8" bolts in a cross pattern in the downpipe as close to the charger as possible and before any bands to contain the wheel in event of breakage. Minimum single layer fire jacket on all non-oem turbos.
- Upward facing exhaust required. Smoking the lights for racing will result in automatic loss.
- Helmets snell 2015 or newer will be required for all drivers. Seatbelt or approved safety restraint mandatory during competition.

8500lb max for sled pulling portion

Kill switch mandatory on all trucks.

Rear drive shaft loops mandatory on any trucks running slicks on the dragstrip. U-joint shields required on back u-joint. If front u-joint is visible from the side, a shield will be required for the front as well.

Trans blanket or shield or blowproof bellhousing mandatory. SFI Flywheel required on all manual trucks.

Engine diapers recommended but not mandatory. Drivers responsible for their own oil downs if applicable.

All NHRA Safety specs apply for time/speed.

Use of nitrous requires driveshaft loops, u-joint shields, trans blanket/shield, cross bolts, current date fire extinguisher in the cab. 3/8" engine cable required on any/all trucks making over 1500hp.

1. Open to all trucks, max one ton driveline, one ton chassis, engine year 2002 or older (2003 7.3L Powerstrokes permitted). No common rails, newer blocks are allowed as long as original injection system is used. Engine swaps allowed, does not need to be make or year specific. Gas engines limited to single carburetor. No deckplates.
2. No turbo limitations. Two (2) 3/8 inch diameter bolts must be installed through exhaust pipe in a cross pattern within one (1) inch of each other and as close to the turbo as practical. Crossbolts must be after EACH charger. Downpipes must be wrapped. All turbos require commercially available turbo blankets.
3. No axle dumps for any aspect of the Challenge.
4. Drive shaft loops and U-joint shields are mandatory. Any U joint that is visible from the side of the truck must be shielded to contain the U joint and end of the shaft. Recommended to be at least six inch wide u joint shields around the rear u joint constructed of at least ¼ inch steel or 3/8 inch aluminum that will safely contain the u joint and the end of the rear shaft. All shields must be securely mounted to the vehicle.
5. All trucks with any non-oem turbocharger, are required to have kill switch located on the back of the truck, near the hooking point. Trucks with an electric injection fuel pump must have an electric shut off or disconnect for the injection pump on the back of the truck. Trucks with mechanical injection pumps must have an air guillotine of the spring loaded type, no butterfly type, to kill the air intake to the engine. Trucks MUST have a functioning kill switch.
6. Closed faced, SFI or SNELL approved helmet is mandatory for all aspects of the Challenge except street drive & dyno. Seatbelts/harness must be worn for all aspects of Challenge except dyno competition. All drivers are required to wear FULL firesuit while on dyno during competition, with exception of helmet.
8. Dual rear wheels are allowed on single rear trucks. No tire size limit. Tires must be DOT stamped and may not be altered in any way. Racemasters, 555, DR2, ect., with a DOT stamp are permitted tires.
9. Trucks may be blocked solid. Air bags are permitted. On board air compressors are prohibited.
10. All drivers must have a valid driver's license. Documents must be presented as proof upon check in at the event. No driver substitutions allowed for any part of any of the competitions. Competitor that enters must be driver during entire competition. If a replacement driver is needed, all driver substitutions must be pre-approved before the event in writing. Replacement driver will need to sign waivers prior to competition. The name who signs up for the competition is who must drive truck during competition unless arrangements have been made with event board.

All drivers must be at least 18 years of age. All drivers must be checked in a minimum of 3 hours prior to start of Challenge. This allows all necessary paperwork is in order, decals can be placed on trucks and driver-truck team can easily get through tech.

11. All drivers must dyno their own truck. Dyno crew will strap/unstrap trucks with minimum of 7 straps. No axle dumps allowed on dyno. All injectables must be operated by driver only. No crew members will be allowed within 10ft of dyno while wheels are spinning. All trucks will have 15 minutes to run on the dyno. Timer starts when dyno operator gives the "ok". This means all straps are securely fastened, dyno is ready and dyno crew is clear. Dyno times will be assigned by order of registration. Any trucks making 750hp or higher must have sfi approved transmission shield/blanket, AND U-Joint shields. Not having these will result in a 0 (zero) score for dyno aspect of the Challenge. Trucks making 1500hp and above MUST HAVE 3/8" engine cable properly installed for a minimum of Dyno and Sled Pull portions of the event.

12. All NHRA safety rules apply. Any truck or driver not meeting safety requirements will result in a zero (0) that part of the Challenge and each part thereafter until requirements are met. There will not be any warnings for exceeding time/speed for safety equipment once racing begins. Any truck going too fast/too high mph will result in a loss for the round and opponent of violator will advance regardless of win light. If during time trials, trucks will receive last place points for that aspect of the Challenge. Please refer to "Safety Equipment Requirements" section of the ruleset for details. Timed scores will be based on an index set up. If you are certified for 7.35, you must race to get as close to that time as possible, 7.34 will get you 1 warning if during qualifying, thereafter, a dq from that portion of the competition. If you outrun your safety equipment in elimination rounds, immediate loss. No automatic points if you go faster than your safety equipment allows. Get as close as you can to that time without going over.

13. Pulling will require a 26" hitch height for IDI trucks, 24" for gassers and 22" for direct injected trucks. Measured to hooking point. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. The hooking point will be measured to the center of the clevis loop. Hitch must be Reese style. Diagrams of acceptable hitches are included in this packet. Vehicle must be in neutral or park while hooking to or unhooking from sled. Driver is recommended to raise hands while hooking or unhooking from sled. Test hook will be made by a predetermined vehicle not entered in DC. There will be no option for a Dino Camp truck to drop any hook and return for re-pull. Shut down is prior to 75ft. Trucks must pass the 100ft mark in order to earn the 100 participation points for sled pull competition. All drivers will pull a number prior to each pull during drivers meeting. Drivers will pull in numerical order, smallest to largest. No jumping order, no dropping back places, all trucks must pull in order. Any truck missing their turn will result in zero (0) points for that sled pull. Trucks will stage then scale then immediately go on to track. No alterations will be allowed once truck has been approved at scale. Once sled is backed in and ready, the next truck will have a MAXIMUM of 10 minutes to get hooked to the

sled and move forward upon breakage in staging lane. Driver must let off accelerator once red flagged. Any driver not attempting to stop after red flagged will result in disqualification. Track official decision is final. Once green flag is dropped, each competitor will have 2 minutes to begin pull. Driver/crew may spot the sled anywhere in bounds and behind starting line if they wish. This must be done while sled is coming back to the starting line from the previous pull. Only one sled spotting is allowed per competitor. All pulls will start with a tight chain. No jerking of sled is permitted. Floating finish will be used, no pull-offs.

14. Trucks MUST compete in ALL aspects of the competition which will include: 1/8 mile race, Dyno runs, Dirt Drag, and Sled Pull. Any competitor missing any part of the Challenge for whatever reason will forfeit winnings. Points will still accumulate for challenge however any truck that misses one part of the challenge or is dq'd from any aspect of the challenge cannot receive payout if points accumulate to place in the money.

15. Trucks must begin each competition under own power meaning no tow vehicles may be utilized until after runs only if breakage occurs. Trucks may be "pushed" by hand/crew into position but no equipment or machinery may be used.

16. All drivers meetings are mandatory. Once registered in the Challenge all entrants will receive a packet with pre-scheduled drivers meeting times and breakdown of event. Only drivers will be permitted to speak/vote at meetings should the need arise. Any complaints, concerns, problems may be brought up by crew members to official staff prior to or after drivers meetings. Any unsportsmanlike conduct by crew members may result in driver disqualification from Challenge.

17. No Alcohol consumption from drivers or crew during competition hours. Absolutely no alcoholic beverages on track or pit areas AT ANY TIME.

18. ALL DC Challenge decals must be present on competition truck for duration of the Challenge in order to receive check at conclusion of the event.

19. In result of a tie, the truck-driver team that places higher out of all competitions will be the winner. If tie is still undecided, truck with higher horsepower number on dyno will be the winner.

20. No trucks are to leave the gates. All repairs must be done inside the fence of the Dragstrip. If your truck must leave, you must check out and check back in within 1(one) hour. This will allow for fuel ups, road testing, etc. Longer than one hour you will be docked 100pts per 15minutes.

21. Any profanity is an immediate ejection. Any arguments, immediate ejection.

22. Any protest/issues must be put in writing and delivered immediately to Dino Camp Racemaster or Head Tech Official. NO "after event" complaining or bashing will be tolerated and will result in fines or banning from future competitions. Scores will not be adjusted once official. Issues/complaints must be addressed promptly and before competition resumes. Any discrepancies not addressed by rulebook (NTPA or ATC or NHRA) will be voted on by competitors, majority rules.

23. Any part of the competition getting rained out/stopped for any reason, past first round, scores will be counted as they stand. Any portion rained out/stopped prior to finishing first round will be

thrown out and no scores counted. Competition may resume at any hour in order to finish the challenge. It is the responsibility of the driver/crew to monitor situations and be ready to compete when halt is lifted. Communication is the responsibility of the driver/crew. If your cell service is bad, get a radio, have a rep sit by, check the message board often, ect.

General Safety Rules: (Any discrepancy please reference NHRA ruleset)

Trucks making 1500hp and above MUST HAVE 3/8” engine cable properly installed for a minimum of Dyno and Sled Pull portions of the event.

Slicks – All vehicles with “DOT slicks”, must have driveshaft loops. This protects the track and your vehicle should breakage occur. All slicks must also have bolt in valve stems.

135 MPH – window net installed, reference NHRA guidelines.

150 MPH – Working and operative parachute, reference NHRA guidelines.

Aftermarket Turbocharger(s) – Any vehicle utilizing any size, non-OEM (non-original factory equipment), turbocharger must have 2 (two) 3/8 inch grade 8 downpipe bolts installed directly behind turbocharger in downpipe and in a cross pattern. Commercially available options for “X” designed adapters, designed for the use in the downpipe to contain the wheel, may also be used. Downpipe must be wrapped in a heat resistant wrap to add extra stability. All non-OEM turbocharged vehicles require a SFI spec 3.2A/1 fire jacket.

Injectables – Anyone using nitrous or any other injectable will be required to have a full multi layer SFI 3.2A/5 or greater fire suit, including gloves and full face helmet. Components on the truck will give assumption of use therefore a suit must be worn during competition and approved at tech. All nitrous bottles must be permanently mounted. Thermostatically controlled heating by a commercially available, blanket-type warmer is permitted. The use of torch or external heat source is strictly prohibited.

Exhaust - All trucks must have upward facing exhaust. Any truck “smoking the lights” will result in disqualification.

Ballast/Weight – Total removable ballast not to exceed 250lbs.

Time/Speed Quick Reference

Any vehicle racing:

- Pants, long sleeve shirt and closed toed shoes
- Auto transmission reverse lockout
- Neutral Safety Switch/ Clutch safety switch
- Liquid overflow
- Working taillights
- Working seatbelt that must be worn

13.99 1/4mile OR 8.60 1/8mile and Quicker:

- Approved Helmet (reference SFI/SNELL guidelines)
- SFI Approved, single layer fire jacket

- Master electrical shut-off if battery moved from OEM location

11.99 1/4mile OR 7.49 1/8mile and Quicker:

- Steel valve stems in tubeless tires

11.49 1/4mile OR 7.35 1/8mile and Quicker:

- Fly wheel/Clutch SFI Rating with paperwork
- Bellhousing or flywheel shield
- Fire Jacket, 3.2A/1
- Roll Bar & SFI approved padding
- SFI driver restraints
- Driveshaft loops mandatory
- Transmission shield

10.99 1/4mile OR 6.99 1/8mile and Quicker

- Aftermarket axles and axle retainers
- Harmonic balancer
- Roll Cage if altered floor pan or non OEM firewall OR 135mph
- Automatic Transmissions must have locking-type dipstick

9.99 1/4mile OR 6.39 1/8mile OR 135mph and Quicker/Faster:

- Roll Cage with padding
- Chassis Certification
- Valid NHRA license
- SFI fire suit rated 3.2A/5 within 5 year certification period; (one-piece suit or jacket and pants, gloves, boots/shoes, head sock or skirted helmet), full face helmet meeting SNELL or SFI standards
- Flex plate or flex plate shield
- Window net
- Master electrical shut-off All SFI rating and current standards can be found on the SFI website.

All safety equipment installation and use are the responsibility of the driver. Improper use, lacking, or denial of knowledge of, will result in disqualification. There will be NO WARNINGS at the event, make sure your equipment is up to standard. All vehicles will be on a real time update for time/speed requirements. Tech decisions of safety equipment are final. There will be a “no tolerance” policy for all tech and safety related topics which includes at an event, any and all social media. Any questions on tech related questions must be taken up with ATC Admin and/or the track at which the event is being held. No track may make decisions for any other facility. NHRA rulebook and SFI specifications on safety requirements will trump any discrepancies.

Scoring:

Dyno scored on highest horsepower, torque is not counted for this competition. Top score is 1000points, less 10 points per placing.

Dragstrip will be scored by eliminations and by reaction time (R/T). Reaction time is scored on a 1000 less 10 points scale just like the Dyno. Eliminations will be by points.

Eliminations will be scored by rounds. Every losers round, the losers will complete ONE MORE RACE, this will decide if you receive top half round points or bottom half round points. This points system will be utilized for BOTH Dragstrip eliminations & dirt drag eliminations.

Below is the point breakdown:

Winner -1000

Runner Up -990

Semis will race to see who is 3rd and 4th.

3rd -980

4th-970

Quarter finals losers will race to see who is better. Single race.

5th-6th 950

7th-8th-930

Round 3 losers will race to see who is better. Single race.

9th-12th 880

13th-16th -840

Round 2 losers will race each other to see who is better. Single Race.

17th-24th 750

25th-32nd-670

Round 1 losers will race each other to see who is better of the round. Single Race.

33rd-48th 520

49th-64th-360

Any refusal to race loser rounds for any reason, including breakage, will result in a bye for pair and bottom half points for racer who refused. Opponent must make a pass under their own power. No bye round. If both trucks are broken, bottom half of round points will be awarded.

Sled Pull heats will count for 1000 points per round. There will be 2 round of sled pulls. You must go at least 100ft per heat to receive any points.