

1. OEM steel body, all panels required, including factory bed floor or comparable flooring of equal or more weight than factory. A working bed floor must be present, (holes may be cut for fuel cell and exhaust), in complete OEM location and form. No fiberglass body panels permitted except fiberglass hoods (not fiberglass front clip) will be allowed. Tailgate is optional. Manufactured flatbeds are allowed. No “homemade” flatbeds will be permitted. All vehicles must weigh more than 6,000 pounds and less than 9,000 pounds throughout the duration of the Challenge. Factory older trucks not making weight and are within their factory weight spec, may only enter into et bracket for drag strip portion of challenge, they may not race heads up.
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. All vehicles must be equipped to direct exhaust upward for racing and pulling parts of Challenge. No axle dumps for any aspect of the Challenge.
4. Drive shaft loops and rear U-joint shields are mandatory. Any front 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 can have an electric shut off or disconnect for the injection pump on the back of the truck or guillotine. 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 2015 or newer 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, multi-layer firesuit (with nitrous) while on dyno during competition, with exception of helmet.
7. A fire suppression/extinguisher system is REQUIRED on all Cummins engines over 2000Hp, on ALL Powerstroke & Duramax Engines over 1600hp. All vehicles are required to have at least a 2 ½ lb. extinguisher with working gauge securely mounted within drivers reach throughout competition.
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. Tires WITHOUT a DOT stamp ARE PROHIBITED.
9. Trucks may be blocked solid. Air bags are permitted. On board air compressors are prohibited.

10. No use of dealer, farm or repair plates allowed. Trucks must be owned by the entrant, paperwork must be provided at check in. If a truck is shop owned, the driver must be an owner of some level or %. No employees or others will be allowed to drive.

11. 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.

12. 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. All trucks must have sfi approved transmission shield/blanket, AND rear U-Joint shields. Not having these will result in a 0 (zero) score for dyno aspect of the Challenge. Trucks making 2000hp and above MUST HAVE 3/8" engine cable properly installed for a minimum of Dyno and Sled Pull portions of the event.

13. Street drive. Un-prompted stopping (refueling, repairs, etc.) will result in disqualification from this part of the Challenge. This will be scored as a 1,000 point part of the Challenge. This portion will be announced 3hrs prior to start. This will eliminate any engine swaps and major modifications needed to make the truck drive-able. Fuel up needs to take place before entering the drive and is the responsibility of the driver, stopping during the drive for fuel will result in disqualification. Truck MUST be equal to the weight on the drive that you plan to weigh for pulling. All weights must be secured in the bed as if you were travelling to a sled pull with your weights. No weights allowed in the cab. All trucks must scale before drive. When scales are off, they are off. No late entries, no late starts, no make-ups. Scales will be open 90minutes prior to the drive, so make sure you're there. If the line is long and you don't get through, that's on you, be early and make sure you're ready to go. You leave when everyone leaves, or you get a zero. No trailers. You must load everything into your truck for weight. Drives will be announced only 3 hours prior to start. NOBODY is to bug staff about start time. The ONLY times that are safe are 11pm to 5am. This drive can/may be closed course, dyno "drive" or equivalent to ensure vehicles are capable of operating as a "non-event-specific" vehicle. Any questions contact tech PRIOR to sign-up.

*New for 2026, drive will consist of Checkpoints. Each driver must check-in at each registered checkpoint with staff at each location. Times and locations will be documented. Trucks taking longer than 3 hours or going off course will receive no points for drive portion of the event. Course map will be given at the scale in, prior to drive.

14. 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.

15. Pulling will require a 20" hitch height for diesels, and 22inch for gasers, 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, scroll to diagram pages for photos. 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 KOS. There will be no option for a KOS 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, THIS INCLUDES TIRE PRESSURE ADJUSTMENTS. 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.

16. Trucks MUST compete in ALL aspects of the competition which will include: street drive, 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.

17. 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.

18. A complete interior(does not need be oem but must be complete), including dashboard, door panels, headliner, etc., is mandatory. Two front matching seats are mandatory with exception of a driver racing seat. Aftermarket seats are permitted; they must be fully upholstered. If a racing seat is used, sfi approved 5 point harness is required and needs to be within cert date range. All factory controls (lights, signals, horn, windows, wipers, etc.) must be retained and be operative throughout the entire competition. Complete headlight and taillight assemblies (all) are mandatory and must be operative. One headlight may be removed for competition but must be present and operational for drive portion. Complete OEM windshield and windows are mandatory (only exception: caged trucks may be allowed back window modifications). Windows must be operative per factory specifications; that is, they must open and close via OEM electrical or mechanical means. Full interior is mandatory. Trucks with extended and crew cabs, may take out extra row of seats if truck is caged. Full interior consists of: two matching front seats (or driver seat mod), seatbelts or sfi approved 5 point harness, factory equivalent floor covering, full dash, headliner, factory door panels.

19. All drivers meetings are mandatory, missing a meeting docks you 100points. 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.

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

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

22. 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.

23. 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.

24. Pulling engine out of engine bay, will result in 500pt deduction, working on an engine without pulling it, no deduction.

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

26. AT ANY POINT during the Challenge, items that may be removed for competition include: front and/or back bumper, headlight, tailgate. ALL OTHER PANELS AND FACTORY EQUIPMENT MUST BE PRESENT FOR ALL ASPECTS OF THE CHALLENGE.

27. Any protest/issues must be put in writing and delivered immediately to KOS 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 KOS or NHRA) will be voted on by competitors, majority rules.

28. 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 2000hp 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 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
- Fly wheel/Clutch SFI Rating with paperwork
- Bellhousing or flywheel shield
- Fire Jacket, 3.2A/1

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

- 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 KOS 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.

Hitch Requirements:

"Reese Style" and "Receiver Style" are TWO DIFFERENT TYPES of hitches. For the KOS Challenge a REESE STYLE hitch is required. Which means Reese, Big Chevy, Warn, Curt, or home-made like styles all are acceptable. Below are pictures of acceptable hitches. Anything adjustable is prohibited. Reinforcements are permitted and are not allowed past(forward) the center of the rear axle. Hitch and supports must be fully mounted underneath or inside frame, not part can be above on the top-side of frame. Hooking point must be rearmost point of vehicle. Hitch height is STRICTLY enforced. If your hitch does not go low enough you will need to grind, cut, lower pressure or anything else to lower your height. The hitch receiver can be adjustable, the hitch mounts and reinforcements, may not be.

IF YOU HAVE ANY QUESTIONS – contact info@smokeandspeed.com



Scoring:

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

Street Drive is based on a pass/fail scoring system. You pass, you receive 2000points. Failure is zero points. If you receive a zero for the street drive you cannot place in the money for the event.

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.