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Board of Directors & Officers

Brad Summers, President

616 NW 1501 Rd
Holden, MO 64040
816-419-1012

Term: Dec 2018 – Dec 2021

John Shorten, Vice President

21531 S 1813 Rd
Nevada, MO 64772
417-448-7105

Term: Dec 2019 -- Dec 2022

Reta Shepard, Secretary/Treasurer

602 Jackson Ave
Archie, MO 64725
816-392-4635

Term: Dec 2020 – Dec 2021

Kelly Butler

19907 E 289th
Harrisonville, MO 64701
816-377-0667

Term: Dec 2020 – Dec 2022

Jason Gudde

953 SW 2 Hwy
Holden, MO 64040
816-405-9547

Term: Dec 2019 – Dec 2022

Paul Knight

37510 E Truman Rd
Oak Grove, MO 64075
816-590-8545

Term: Dec 2019 – Dec 2022

Mike McCoy

602 Jackson Ave
Archie, MO 64725
816-392-6166

Term: Dec 2020 – Dec 2023

Doug Crooks

1185 NE 151 Rd
Leeton, MO 64761
660-525-4692

Term: Dec 2020 – Dec 2023

Kevin Schlesselman

19592 Centerline Ave
Cole Camp, MO 65325
660-221-5749

Term: Dec 2020 – Dec 2023

Dallas Swisher

151 28th RD NW
Reading, KS 66868
620-794-7669

Term: Dec 2018 – Dec 2021

David Schuster

33016 NW Mitchell Rd
Richmond, KS 66080
785-448-4375

Term: Dec 2018 – Dec 2021

Jonathan Hege

4502 68 Hiway
Wellsville, KS
913-952-7463

Term: Dec 2020 – Dec 2023

Jim Levy

819 NW Hwy 131
Odessa, MO 64076
816-806-7033

Term: Dec 2018 – Dec 2021

BYLAWS

Missouri State Tractor Pullers Association
Amended February 14, 2006

NAME

The name of the organization shall be the Missouri State Tractor Pullers Association.

PURPOSE

The purpose of MSTPA is to promote the sport of tractor & truck pulling by providing standard rules and assistance to individuals interested in or participating in the sport of pulling as well as to individuals, groups and organizations wishing to conduct such contests.

MEMBERSHIP

The membership shall consist of individuals desiring to participate in the sport of pulling who have met the requirements of the Association as defined in the MSTPA Rule Book.

OFFICERS

The Association shall be governed by a Board of Directors consisting of 12 individuals. Four board members shall be elected each year by and from the membership and serve for a three-year term. Officers will be elected each year by the Board of Directors. They are the President, Vice President, Secretary, and Treasurer.

The Board can fill any vacancy that may occur during the year. That person shall complete the term of the member they are replacing.

The vacancy shall be filled with the member who received the most votes but was not elected to the board at the most recent general election.

MEETINGS

A Board of Directors meeting may be called at the President's discretion to direct the business of the Association and ensure its continuity and stability. The first 30 minutes of board meetings will be open forum. After that 30 minutes the board will go into closed session.

An annual meeting will be held for the purpose of conducting the business of the Association. This includes, but is not limited to, the review of the previous year's business, review and modification of Association rules and election of board members. Time and location shall be at the discretion of the board.

The Board has the discretionary right to review all submitted rule changes and payout increases to ensure the continuity and stability of the organization.

AMENDMENT OF BYLAWS

These bylaws may be amended at any Annual Meeting of the MSTPA by a two-thirds vote providing that the amendment has been submitted in writing prior to that Annual Meeting.

COMMITTEES

Competition Committee:

John Shorten

Protest Committees:

Modified, Light Limited Superstock Tractor:

Kelly Butler

Paul Knight

Dallas Swisher

Pickup Truck Classes:

Jonathan Hege

Kevin Schlesselman

Doug Crooks

Profield, Limited Prostock Tractor:

John Shorten

Jim Levy

David Schuster

Overseer:

Brad Summers

Mike McCoy

Jason Gudde

IDENTIFICATION OF PULLING VEHICLES

6000 PROFIELD TRACTORS are agricultural tractors having stock appearing block with one injection pump or one carburetor with water injection allowed. This class was originally known as “Out-of-the-Field” or “Hot Farm”.

9500 PROFIELD TRACTORS are agricultural tractors with stock-appearing engine block. They may use “A” or “P” injection pump or stock-appearing pump.

9500 LIMITED PROSTOCK TRACTORS – 4.1 turbo charger at the inlet tractors, 640 cu. in.

6500 LIGHT LIMITED SUPERSTOCK TRACTORS have a stock chassis or its replacement and stock rear end housing. *ANY MODIFICATIONS MUST HAVE MSTPA BOARD APPROVAL.* The criteria used by the board will be the retention of stock appearance and safety.

5900 & 7400 MODIFIED TRACTORS have any combination of engines, transmissions, and final drives. Engines are limited to a max. of four (4) naturally aspirated or three (3) blown or single aircraft or single industrial engines. This class was formerly known as the “Hot Rod” class.

6200 TWO-WHEEL DRIVE TRUCKS may run any body style with a presentable bed or flat. Trucks newer than 1940 have hoods and fenders. No aluminum blocks.

PROSTREET, PROSTOCK, AND DIESEL 4X4 TRUCKS have stock frame and body with securely fastened bed and fenders.

10500 HOT STOCK TRACTORS are agriculture tractors with a 3000 RPM limit.

MSTPA – SANCTIONED PULLS

The individual or organization sponsoring a sanctioned pull will pay a sanctioning fee of one thousand two hundred fifty dollars (\$1250.00) which will provide:

- One-million dollars (\$1,000,000) per event of commercial racing liability insurance coverage
- Protected pull date
- Track officials
- Services of a board member to monitor the eligibility of all entrants, ensuring that rules are followed

The sanctioning fee must be mailed to the Treasurer by April 15th.

An entry fee will be paid to the Secretary/Treasurer by each contestant at the time of entry or prior to hooking.

Prize Money Payouts and Points Distribution

Prize money will be eight-hundred fifty dollars (\$850) for the **6000 Profield Tractors**, to be paid as follows:

- 1st place shall receive _____ \$220.00
- 2nd place shall receive _____ \$185.00
- 3rd place shall receive _____ \$155.00
- 4th place shall receive _____ \$125.00
- 5th place shall receive _____ \$90.00
- 6th place shall receive _____ \$75.00

Prize money will be one thousand two-hundred dollars (\$1200) for the **5900 Modified Tractors**, to be paid as follows:

- 1st place shall receive _____ \$300.00
- 2nd place shall receive _____ \$250.00
- 3rd place shall receive _____ \$200.00
- 4th place shall receive _____ \$175.00
- 5th place shall receive _____ \$150.00
- 6th place shall receive _____ \$125.00

Prize money will be one thousand dollars (\$1000) for the **9500 Profield Tractors**, to be paid as follows:

- 1st place shall receive _____ \$230.00
- 2nd place shall receive _____ \$195.00
- 3rd place shall receive _____ \$165.00
- 4th place shall receive _____ \$135.00
- 5th place shall receive _____ \$105.00
- 6th place shall receive _____ \$90.00
- 7th place shall receive _____ \$80.00

Prize money will be one thousand six-hundred dollars (\$1600) for the **6400 Light Limited Superstock Tractors**, to be paid as follows:

- 1st place shall receive _____ \$375.00
- 2nd place shall receive _____ \$325.00
- 3rd place shall receive _____ \$250.00
- 4th place shall receive _____ \$200.00
- 5th place shall receive _____ \$150.00
- 6th place shall receive _____ \$125.00
- 7th place shall receive _____ \$100.00
- 8th place shall receive _____ \$ 75.00

Prize money will be one-thousand eight-hundred dollars (\$1800) for the **7400 Modified Tractors**, to be paid as follows:

- 1st place shall receive _____ \$500.00
- 2nd place shall receive _____ \$400.00
- 3rd place shall receive _____ \$300.00
- 4th place shall receive _____ \$250.00
- 5th place shall receive _____ \$200.00
- 6th place shall receive _____ \$150.00

Prize money will be one thousand five-hundred dollars (\$1500) for the **6200 Two Wheel Drive Trucks**, to be paid as follows:

- 1st place shall receive _____ \$400.00
- 2nd place shall receive _____ \$325.00
- 3rd place shall receive _____ \$255.00
- 4th place shall receive _____ \$200.00
- 5th place shall receive _____ \$140.00
- 6th place shall receive _____ \$ 80.00
- 7th place shall receive _____ \$ 50.00
- 8th place shall receive _____ \$ 50.00

Prize money will be two-thousand dollars (\$2000) the **9500 Limited Prostock Tractors**, to be paid as follows:

- 1st place shall receive _____ \$550.00
- 2nd place shall receive _____ \$450.00
- 3rd place shall receive _____ \$400.00
- 4th place shall receive _____ \$300.00
- 5th place shall receive _____ \$200.00
- 6th place shall receive _____ \$100.00

Prize money will be one-thousand four-hundred dollars (\$1400) for the **3.0 Diesel 4x4 Trucks**, to be paid as follows:

- 1st place shall receive _____ \$500.00
- 2nd place shall receive _____ \$300.00
- 3rd place shall receive _____ \$250.00
- 4th place shall receive _____ \$180.00
- 5th place shall receive _____ \$120.00

Prize money will be two thousand dollars (\$2000) for the **6200 Prostock 4x4 Trucks**, to be paid as follows:

- 1st place shall receive _____ \$500.00
- 2nd place shall receive _____ \$400.00
- 3rd place shall receive _____ \$300.00
- 4th place shall receive _____ \$240.00
- 5th place shall receive _____ \$200.00
- 6th place shall receive _____ \$160.00
- 7th place shall receive _____ \$120.00
- 8th place shall receive _____ \$ 80.00

Prize money will be four-hundred dollars (\$400) for the **10500 Hot Stock Tractors**, to be paid as follows:

- 1st place shall receive _____ \$125.00
- 2nd place shall receive _____ \$100.00
- 3rd place shall receive _____ \$75.00
- 4th place shall receive _____ \$60.00
- 5th place shall receive _____ \$40.00

Prize money will be one-thousand five-hundred dollars (\$1500) for the **8500 Limited Prostock Tractors**, to be paid as follows:

- 1st place shall receive _____ \$490.00
- 2nd place shall receive _____ \$350.00
- 3rd place shall receive _____ \$240.00
- 4th place shall receive _____ \$170.00
- 5th place shall receive _____ \$140.00
- 6th place shall receive _____ \$110.00

Prize money will be nine-hundred dollars (\$600) for the **6200 Prostreet Trucks**, to be paid as follows:

- 1st place shall receive _____ \$160.00
- 2nd place shall receive _____ \$140.00
- 3rd place shall receive _____ \$120.00
- 4th place shall receive _____ \$100.00
- 5th place shall receive _____ \$ 80.00

Prize money will be eight-hundred fifty dollars (\$850) for the **2.6 Prostreet Diesel 4x4 Trucks**, to be paid as follows:

- 1st place shall receive _____ \$175.00
- 2nd place shall receive _____ \$150.00
- 3rd place shall receive _____ \$125.00
- 4th place shall receive _____ \$110.00
- 5th place shall receive _____ \$95.00
- 6th place shall receive _____ \$80.00
- 7th place shall receive _____ \$60.00
- 8th place shall receive _____ \$55.00

Promoters will:

- Allow two (2) free passes per pulling vehicle
- Provide a minimum of four (4) “pull-off” tractors to tow vehicles unable to operate under their own power
- Provide an ambulance in the pull area during the pull
- Provide a pulling track a minimum of 250 feet in length and 30 feet in width
- Maintain the pulling track by blading and packing throughout the pull

Points for a sanctioned pull shall be awarded as follows:

- | | |
|---------------------------------------|---------------------------------------|
| 1 st place _____ 13 points | 8 th place _____ 6 points |
| 2 nd place _____ 12 points | 9 th place _____ 5 points |
| 3 rd place _____ 11 points | 10 th place _____ 4 points |
| 4 th place _____ 10 points | 11 th place _____ 3 points |
| 5 th place _____ 9 points | 12 th place _____ 2 points |
| 6 th place _____ 8 points | 13 th place _____ 1 point |
| 7 th place _____ 7 points | |

Each member will receive 5 show up points and 3 hook points in addition to placing points. Show up points are only given if the show has started. If the show is cancelled prior to start, no points will be awarded. If a class has started and gets rained out, 8 points will be awarded to all members signed up in said class. If a class has started and is cancelled for any reason, class purse will be disbursed equally with pullers entered.

An exception to the distribution of points will be made if a one-day hook puller places. When this happens, the point value of a place will increase by one point for all places below that of the one-day hook puller.

EXAMPLE: A one-day hook puller receives 3rd place. 1st place – 13 points, 2nd place – 12 points, 3rd place – 0 points, 4th place – 11 points, 5th place – 10 points, etc. (4th place still receives 4th place prize money.)

All other vehicles hooking to the sled will get three (3) points.

GENERAL RULES

1. Driver's membership dues will be sixty dollars (\$60) year-round. Vehicle membership prior to January 1st of the new year will be one-hundred fifty dollars (\$150) from January 2nd until April 15th. Vehicle membership will be one hundred seventy-five dollars (\$175). After April 15th of the current year, the fee will increase to two-hundred dollars (\$200). Each additional vehicle or driver will be charged sixty dollars (\$60) each. All non-members can pay a sixty dollar (\$60) per day hook fee and will receive no points. An associate membership is available for twenty-five dollars (\$25) per year which allows a non-participating member to receive all advertisements and mailings.
2. There will be one (1) vote per pulling vehicle, per class with a paid membership that pulled 40% of that said class during the current pulling season. All paid members can vote on General Rules. Absentee votes do NOT count.
3. All class rule changes must be submitted in writing to John Shorten thirty (30) days prior to the annual meeting to be eligible to be voted on.

4. Pullers under 18 years of age must have written consent of both parents or legal guardian. Contestants must be at least 15 years of age to participate in any class with legal proof of age and signed insurance consent form notarized with parents' signature. This will also include all exhibition hooks.
5. A sanctioned pull requires a dirt track not less than 250 feet in length and not less than 30 feet in width. This track will be maintained and packed with a box blade and roller during the pull.
6. A sanctioned pull will be governed by judges. All judges' decisions will be final. Judges or board members have the right to stop and/or disqualify any contestant's vehicle that is being operated in an unsafe manner. Any violation of these rules will disqualify the driver and forfeit his/her entry fee.
7. Each puller shall be given two (2) free pit passer per pulling vehicle.
8. Each puller shall have on file with the Secretary, a signed, notarized statement that his/her vehicle meets safety requirements for the classes in which that vehicle will pull. This statement must be in the Secretary's possession **PRIOR TO THE PULLER'S FIRST HOOK. There will be NO EXCEPTIONS.**
9. Each vehicle may enter two (2) classes but only once in each class. The Open Class is not included. Vehicles must weigh within 500 pounds of the class weight in which they are entered.
10. All pullers are required to wear full SFI rated fire suits, full faced Snell rated helmets, SFI rated neck braces, SFI rated gloves, and SFI rated fire shoes or leather boots. All drivers running alcohol fuel are required to wear SFI rated head socks and full-face helmets with shield.

11. When co-sanctioning with other associations and hooking in a MSTPA class, all safety and fire suit protection must be worn. **NO EXCEPTIONS!!**
12. No alcoholic beverages are to be consumed before hooking to the sled. Judges or Board Members governing the contest have the right to disqualify.
13. Vehicle speed is limited to six (6) miles per hour in the pit area.
14. No coaching from the sidelines is allowed while the driver is on the track.
15. Unsportsmanlike conduct will **NOT** be tolerated. Any verbal abuse by a puller or member of his/her party toward a MSTPA official, MSTPA employee, or MSTPA Board Member (to include sled personnel, persons maintaining the track and/or sponsor/promoter of a pull) shall be cause for suspension of said puller and vehicle for a period of sixty (60) days from the date of occurrence.
16. Classes with cubic inch limits are subject to be checked at the Board's discretion. If a puller refuses to be checked, he/she will be disqualified for one (1) year and one (1) day.
17. If a puller is found to be illegal for weight, fuel, or rules for their class, they will forfeit points and money for that pull. If a second offense occurs, he/she will be barred from competition for one (1) year and one (1) day and forfeit points and money for that pull. **PER BOARD DISCRETION.**
18. Pullers must **REGISTER ONE (1) HOUR PRIOR TO THE START OF THE PULL** and pay \$30 member hook fee in all classes except for 10500 Hot Stock Tractors who will pay a \$20 member hook fee. If puller is not a member, he/she may pay sixty dollars (60) for a one-day membership. If a puller calls the Secretary, Treasurer, or President to sign them up outside extenuating circumstances this will result in a \$10 charge added to his/her hook fee. Failure to sign up or call on time will result in a twenty-dollar

(\$20) fine per class, this will also result in pulling in the 50% position of your said class or classes. Exceptions will be made when notifying a member of the Board to advise of late arrival in the case of breakdowns or problems in transit to/from the pit.

- 19.** At the time of registration, each puller will draw a number to determine their lineup position. If a puller is going to be late in arriving at a pull, he/she must notify the Secretary or Treasurer thirty (30) minutes prior to start time, otherwise the late fee will be assessed. If a contestant needs to scratch from second class, a refund will be issued. If you are late in arriving, you will be fined the late fee per class pulled and pull in the 50% position of that said class. Exceptions listed above.
- 20.** Each puller has the option to pre-commit in advance for hook fees. Your pulling position will be drawn for you by the person doing signups. If you are late and miss your class or pulling position, you have forfeited your money for said pull. Refunds will only be issued by request in writing and after review by the Board.
- 21.** The lineup will be posted on the starting end of the track. It is each puller's responsibility to be ready when it is his/her turn. The next two (2) vehicles in the lineup following the one pulling must be ready to hook. Failure to be ready to hook in two (2) minutes after the sled is set will be cause for disqualification. It is the puller's responsibility to notify the track judge of trouble or be disqualified. The judge's decision as to mechanical trouble must be approved by a Board Member not pulling in the class being pulled and this decision will be final. Puller must return as soon as the mechanical problem is fixed. If a puller abuses this rule, he/she will be disqualified, and prize money will NOT be awarded. Puller may receive three (3) hook points.
- 22.** A chalk line will be used to mark the "out of bounds" area with the inside of the line to be boundary.

23. Each puller has the privilege of and the responsibility for spotting the sled for any of his/her attempts. An orange cone will be used to mark the location where the sled is to be placed following departure of the previous puller from the starting line.
24. Vehicles must be driven on and off the track under its own power only by the puller that is signed up to drive said vehicle, if mechanically able, as determined by the driver.
25. Pulls will start with a tight hitch – no jerking permitted. Puller will be allowed two (2) attempts and one hundred (100) feet to start the sled.
26. If the puller makes an attempt to stop before one hundred (100) feet but travels past the mark, a re-pull will be allowed at the track official's discretion.
 - a. First puller is the only puller, no matter the distance to have the option to re-pull in the sixth (6th) measurable position or the middle of the pulling order; if the sled is reweighted, puller can drop to sixth (6th), middle or last position.
 - b. If puller is the option (first) hook and is disqualified, they have the option to come back in the sixth (6th) measurable position or the middle of the pulling order.
27. If the puller's kill switch falls out on the first attempt, he/she will be allowed a second hook. However, if it falls out on the second attempt, the pull will be measured at that spot.
28. Vehicles will stop immediately upon signal by flag person. Excessive digging will not be allowed.
29. A pull is ended by the following:
 - a. Forward motion stops and the sled chain is unhooked from a vehicle.

- b. Disqualification – a puller is disqualified for any of the following reasons (I through xi). Puller shall receive only 3 hook points:
- i. Driver does not remain seated.
 - ii. Vehicle goes outside the pulling strip which includes the 100-foot starting strip.
 - iii. When a “floating” gate is used – This does not include the area beyond the gate measurement.
 - iv. Driver is not ready to pull when his/her number is called (exceeding the two-minute limit).
 - v. Improper safety wear – Driver must wear the fire suit when pulling onto the track. Helmet must be on and strapped prior to start of pull.
 - vi. Pulling vehicle is left running on the track or staging area with no driver in the seat.
 - vii. Weights fall off pulling vehicle while hooked to the sled. This is only in the first 300 feet.
 - viii. Riders are on or in the pulling vehicle.
 - ix. A puller is disqualified for consuming alcohol before pulling. The puller shall not receive any hook points.
 - x. If the driver that signs up is not the driver that pulls down the track, this will result in automatic disqualification and no points or prize money will be awarded to said vehicle or driver.
 - xi. All drivers must sign insurance waiver prior to hooking or disqualification is possible.

30. All pulls made during a contest will be measured. The point of measure will be the front of the mechanical sled or the reflector for a laser.

31. If a “floating” gate is used, there will be no “out of bounds” past the 300-foot gate.

32. Puller must participate in at least 2/3 of the shows where the vehicle's class is available to receive end of the year awards, points fund money, and sponsorship money. Prize money will be based on the percentage of total hooks in said class for the season being awarded.
33. There will be no "ties" in points awarded. If, at the end of the year, a points tie exists in a class, it will be broken by the puller who has the highest number of wins, 2nd, 3rd, etc.
34. There will be one jacket and one trophy or plaque awarded per pulling vehicle per class.
35. Any potentially new promoter or member that wishes to speak at the annual meeting may do so but is limited to two (2) minutes.
36. The use of recreational vehicles will be limited to the use of towing trucks or tractors in the pit area or for pulling purposes.
37. The use of headphones will be allowed.
38. All tractors (modified tractors are the exception but need to have adequate board approved skid surface) must have front axle skid plates.
 - The skid plates must be mounted in line with each frame rail and extend from the center of the front axle forward (on both sides) equal in strength of frame rail material. Skid plate surface to be a minimum of 4" wide and 12" long with minimum 6" curve when measured from the front most part of rolled edge. The skid plate must be able to support the weight of the front end when checked with a jack. Maximum ground clearance is bottom of front wheel rim, not to exceed 4 inches with front tires in normal operating position.

39. There will be a rotation of three (3) MSTPA Board Members responsible at each pull who will stay until the end of the pull to make decisions as needed. These persons will also act as tech crew for event.
40. All Board Members on duty **MUST ALWAYS** have a radio on them when a pull is in progress to be contacted if a problem arises or they are needed for a decision from track officials, etc.
41. The three (3) MSTPA Board Members responsible at each pull will determine whether a class will be cancelled during a pulling event with the consideration of class members at pull. If Board Members decide class will pull, any individual puller that declines to hook will only receive show up points for that pull.

GENERAL SLED RULES

1. All sleds used must be NASOA licensed per classes offered at that event.
2. Race sleds will be used at all pulls.

PROTEST RULES

All rules pertaining to PROTESTER'S said class including but not limited to weight, hitch, tire size, carburetor, and turbo, etc., can be protested for one-hundred fifty dollars (\$150) cash **BEFORE** the winners of the class are announced and the prize money is distributed. This money is non-refundable. The cubic inch rule can be protested at five-hundred dollars (\$500) cash.

CUBIC INCHES

The PROTESTER must pull in the same class as the vehicle being protested.

The PROTESTER must protest to the Secretary/Treasurer or Board Member in charge of the pull and post five-hundred dollars (\$500) cash **BEFORE** the winners of the class are announced and the prize money is distributed.

The PROTESTED must prove that his/her vehicle is legal to pull in that class by the following method:

- a. If protested for cubic inch, vehicle will first be puffed and if fails then step b is mandatory.
- b. Mandatory Teardown: The cubic inch limited will not exceed the one percent (1%) tolerance.

If a protest is filed, it will be the decision of the three (3) Board Members on duty on how and where the protest will happen. The protester does not have the right to be at a cubic inch tear down. The Board will notify the protester of the outcome and that is final.

If the vehicle cannot be checked the day of the protest, the vehicle will be impounded and put under lock and key at the nearest appropriate building until the check can be made.

If the PROTESTED refuses or the vehicle is found to be illegal, the PROTESTED and the vehicle will be barred from competition for one (1) year and one (1) day, and the five-hundred dollars (\$500) cash posted by the PROTESTER will be returned to the PROTESTER.

If PROTESTED proves his/her vehicle to be legal, he/she is awarded the \$500 cash posted by the PROTESTER and will continue in competition.

FUEL

The PROTESTER must pull in the same class as the vehicle being protested.

When protesting for fuel, the one-hundred fifty dollars (\$150) cash will be paid to MSTPA for the cost of testing. A fuel sample will be collected by a Board Member and tested.

If the report indicates an illegal substance, the PROTESTED and the vehicle will be barred from competition for one (1) year and one (1) day and forfeit points and money for that pull.

Neither the PROTESTER nor the PROTESTED will receive and monies pertaining to a fuel protest.

Fuel testing may be done at the Board's discretion. If a puller is found illegal for weight or fuel, he/she will forfeit points and money for that pull. If a second offense occurs, he/she will be barred from competition for one (1) year and one (1) day and forfeit points and money for that pull.

TURBO

The PROTESTER must pull in the same class as the vehicle being protested. The PROTESTER must protest to the Secretary/Treasurer or board member in charge of the pull and post fifty dollars (\$50) cash BEFORE the winners of the class are announced and the prize money is distributed.

The PROTESTED must prove that his/her vehicle is legal. If a puller is found illegal for turbo size or refuses tear down, he/she will forfeit points and money for that pull. If a second offense occurs, he/she will be barred from competition for one (1) year and one (1) day and forfeit points and money for that pull.

If TURBO is found to be legal, PROTESTED will be awarded the fifty dollars (\$50) that was posted.

GENERAL VEHICLE RULES

1. Contest is limited to rubber-tired vehicles. No tire chains, rear duals except for diesel trucks or four-wheel drive tractors are allowed.
2. All vehicles will have a tow hook in front to pull the vehicle when necessary. Tow hook may extend in front of weights.
3. All vehicles will have a 2 ½ pound fire extinguisher mounted within easy reach of the driver. A Halon fire extinguisher of equivalent size may be used.
4. All vehicles will have a strong seat, which will be inspected by a safety official.
5. All vehicles will have an area free of all obstructions immediately above the drawbar six (6) inches wide and twelve (12) inches high.
6. Use of gravity-altering fuels is NOT allowed in all classes except for 6200 Prostreet 4x4 Trucks. (e.g., oxygen, nitrous oxide, nitro methane, etc.)
7. All vehicle's throttles will push forward for "open" position and rearward for "idle" position. All throttle cables will be solid with no exposed cables. All vehicles will have a return-to-idle spring on the throttle.
8. Drawbars will be stationary in all directions and must be painted bright orange. (See drawbars rules in the back of the MSTPA Rule Book).
9. Weights will not interfere with sled or chain.
10. All blower belts will be shielded on top and sides with 1/16th inch steel or 1/8-inch aluminum.

11. All blowers will have an approved blower restraint with four separate straps.
12. All vehicles with turbo and no muffler will have two (2) 3/8th inch bolts in the exhaust, as close to the elbow as possible at 90-degree angles, and no farther apart than two (2) inches.
13. All vehicles running cast iron harmonic balancers must shield them 360 degrees with ½ inch steel no more than one (1) inch away, with a minimum of two (2) ears each, extending one (1) inch in front of the hub. All others must have retainer tabs.
14. All vehicles will have an approved kill switch or air shut-off to be attached to the pulling sled without restraint and will be checked at the Board's discretion.
15. All vehicles will have a working neutral safety switch to allow vehicles to start only in "neutral" or "park".
16. All vehicles, except four-wheel drive (4x4) trucks, will be equipped with "wheelie bars" to: (1) be constructed to conform to rules and chart in the back of the MSTPA Rule Book; or (2) use a five (5) inch by five (5) inch solid steel or aluminum roller mounted with a ¾ inch grade eight (8) bolt that will not turn with the roller. It must be strong enough to support the weight of the vehicle.
17. All Two-wheel Drive Trucks and Modified Tractors with injected engines will have dual return-to-idle arms and springs on all injection and butterfly shafts.
18. All tractors will be equipped with individual workable rear-wheel brakes.
19. All tractors will have wide front ends.
20. All tractors will have fenders which will support the weight of the driver and protect him/her from contact with the tires.

21. All tractors will be equipped with a five-point harness and have a roll cage to meet the requirements of the class.
22. All vehicles will have a back-up light a minimum of two (2) inches in diameter to be activated by the gearshift lever when the tractor is in reverse.
23. All tractors must have a clutch blanket or SFI approved clutch can. Anything over 3000 RPM must have a steel fly wheel. Hot Stock Tractors under 3000 RPM can run blanket or steel band.
24. Tractors up to 6,500 lbs. will have a roll cage with a minimum of two (2) bars 2" diameter material with 90 thousandths Chrome Moly or 120 thousandths cold steel. All other tractors over 6,500 lbs. must have a minimum of a three (3) bar cage using 2" diameter material with 90 thousandths Chrome Moly or 120 thousandths cold steel.
25. All cages must be approved by the Board of Directors.
26. Contestants are not allowed to add fuel or change tire pressure after crossing the scales.
27. Only paid members in good standing with MSTPA may drive a self-propelled pulling vehicle to the scales.
28. All diesel tractors are required to have a three (3) way dump valve.
29. All turbo charged diesel motors must run a 3/8th inch cable around motor between 1 and 2 cylinders and fasten with two (2) cable clamps and have four (4) inches of slack in it.
30. Tractors will have side shields of .060-inch metal extending four (4) inches above and four (4) inches below the crankshaft.
31. Any vehicle with a lift or tilt body without working doors MUST have an escape hatch in the roof of the vehicle. The roof hatch must be no smaller than 17" x 18" in size.

6000 PROFIELD TRACTOR CLASS

All Vehicles Must Conform to
“General Vehicle Rules”

1. Weight Class:

6000 lbs. – all tractors turbo and naturally aspirated

NO TOLERANCE OVER 6000 LBS WILL BE ALLOWED

3000 RPM limit with 1% tolerance

No RPM limit on naturally aspirated tractors

Naturally, aspirated gasoline tractors may run one (1) 4-barrel carburetor.

Will allow gas turbocharged motors with 361 cu in or less to run mechanical fuel injection, NO electronic fuel injection.

18.4 x 38 maximum tire size

NO TOLERANCE WILL BE ALLOWED ON TIRE SIZE

A 361 cubic inch limit on turbo tractors, 650 cubic inch maximum limit on naturally aspirated tractors

Must run a minimum of a two (2) bar cage

Sheet metal needs to be in the family of the tractor.

Any ag motor with like brand ag rear-ends.

2. All tractors will be equipped with a five-point harness and have a roll cage. (see General Rules)
3. Tractors with tires other than sizes listed above will have their tires measured across the lugs with a tape measure to determine if they are legal.
4. Turbo and non-turbo tractors run in the same weight class.

5. Diesel powered tractors can run any injection pump. Maximum size of a P Pump. No computerized injection systems.
6. No Predator carburetors allowed.
7. Water Injection is allowed.
8. Weights must be secured to the tractor. Rear weights must not be more than 3" maximum behind rear tires. Tractor length is not to exceed 13' from center of rear axle to farthest point forward including weights. Maximum of 6" tow-hook not included in 13' length.

9500 PROFIELD TRACTOR CLASS

All Vehicles Must Conform to
"General Vehicle Rules"

1. Weight Class is 9500 lbs.
2. Tires will be no wider than 25" or 38" maximum inside diameter.
3. RPM limits are as follows: 466 cu in and under are limited to 3500 RPM; over 466 cu in are limited to 3000 RPM. 50 rpm spikes allowed anything over is a one-time warning. At second check if Rpm's are over limit or cannot be read, puller is disqualified.
4. RPM check will be done by two (2) Board Members with one checking the throttle while the other uses the tach.
5. Tractors will have a stock block with a cubic inch limit of 640.
6. Tractors may use "A" or "P" injection pump or stock appearing pump w/ 13mm pump limit.

7. Water injection is allowed.
8. Exhaust will have two (2) 3/8th inch bolts as close to the elbow as possible at 90-degree angles, no further than two (2) inches apart.
9. Hitch will be 18 inches in length and 20 inches high.
10. Tractors may use a turbo of choice with a standard restriction of 3.00 inches maximum on the air inlet side of the turbo as close to the turbo as possible. The restriction will be readily accessible for a tech check.
11. Hot Farm Tractors in the 9500# Profield Tractor Class with a 2 ½ inch inlet on turbo and stock appearing pump are allowed. There is a 500-pound weight allowance to be reviewed after three (3) pulls in order to pull in profield class. No “P” pumps for the Hot Farm Tractors.
12. Only single-stage, exhaust-driven turbos will be allowed. Turbochargers must be under the hood or completely shrouded with not less than .060 thick steel, except for the inlet exhaust pipes.
13. Hot Farm Tractors having narrow front ends may pull in the Profield Class if all other requirements of the class are met.
14. All tractors will be equipped with a five-point harness and have a roll cage to meet the requirements of the class. (see General Rules section)
15. No intercoolers or ice boxes are allowed.
16. All tractors must run a steel flywheel.
17. No aftermarket heads, only OEM allowed.

18. When co-sanctioning and other associations run 3500 RPM with intercoolers; let MSTPA's 466 cu in and under run 3700 RPM and 467 cu in and up to 640 cu in run 3200 RPM.

9500 LIMITED PROSTOCK TRACTOR CLASS

All Vehicles Must Conform to
"General Vehicle Rules"

1. Weight Class is 9500 lbs.
2. Tires will be no wider than 25" or 38" maximum inside diameter.
3. "P" pumps and water injection allowed, no alcohol fuel
4. Exhaust will have two (2) 3/8th inch bots as close to the elbow as possible at 90-degree angles no further than two (2) inches apart.
5. Tractor may use a turbo of choice. Maximum of 4.1 at the inlet. No MWE grooves to be allowed (smooth bore).
6. Must use steel fly wheel. Must have 6 strap clutch safety blankets and all safety equipment required as in the 9500 Profield Class.
7. Must have 3-way shut off.
8. All tractors will be equipped with a five-point harness and have a roll cage to meet the requirements of the class. (see General Rules section)
9. 9500 Profield Tractors may pull in the 9500 limited Prostock Tractor Class weighing 9700 lbs. but must follow rules for their 9500 Profield Class.

10. Tractors will be allowed to run 640 cubic inches. Billet head allowed. Recast or aftermarket heads will have port location same as stock and will have OEM manifold bolt pattern. (must be able to bolt on OEM manifold.
11. No intercoolers or ice boxes are allowed.
12. Deck plates allowed up to 1.00 thick.
13. Allow Superstock tractors to pull in the 9500 Limited Prostock Class weighing 8600 lbs.

6500 LIGHT LIMITED SUPER STOCK TRACTOR CLASS

All Vehicles Must Conform to
“General Vehicle Rules”

Payout: \$1600 per class

8 places: \$375--\$325--\$250--\$200--\$150--\$125--\$100--\$75

Weight: 6500 lbs -

Up to 361 cubic inch – 1 turbo (intercooler allowed) – must use turbo rules 5 and 6 below

361-410 cubic inch – 1 turbo (no intercooler) – must use turbo rules 5 and 6 below

Up to 315 cubic inch – 2 turbos any size

Weight: 6200 lbs –

Up to 360 cubic inch – 2 turbos any size

Weight: 6300 lbs --

361-410 cubic inch – 1 turbo with intercooler (must use turbo rules 5 and 6 below)

Weight: 6100 lbs –

351 and above cubic inch – 3+ turbos (17-inch drawbar)

1. Cylinder head must be a bolt on OEM agricultural type for that brand engine.

2. Recast heads allowed. OEM spec. on head height for motor. No billet head allowed
3. Up to P7100 series pump allowed, only one plunger per cylinder. Diesel and biodiesel only. No electronically controlled fuel system allowed.
4. No secondary source of fuel (liquid or gas) or oxygen enhancer allowed.
5. Turbo compressor measurement to be measured at the face of the wheel inlet to a maximum of 3.0 inches. The wheel may be no larger than this measurement at the inlet. One map width enhancement groove of .200 allowed. Wheel must protrude into housing 1/8 of an inch. Must be no larger than 3 inches on front side of map width enhancement groove. At least 1/8 inch on back side of map width enhancement groove must be no larger than 3.0 inches in diameter.
6. Exhaust outlet is to be no larger than four inches at the face of the exhaust wheel. Exhaust wheel shall be no larger than 4" at its face and taper back from the face evenly with no steps.
7. 6400 lb. Gas Tractors will be allowed to run waste gates.
8. No Component tractors allowed.
9. Alcohol super stock can run diesel head with spark plugs.
10. No overhead cams allowed.
11. HP Tires are allowed on 24.5 size only for 1 (single) turbo.
12. These rules will be evaluated at every pull location until competitive balance is accomplished.

5900 & 7400 MODIFIED TRACTOR CLASS

All Vehicles Must Conform to
“General Vehicle Rules”

1. Weight Classes are:
 - a. 5900 lb. class with wight (all tractors must run 30.5” tires):
 1. 6500 lbs. – single, naturally aspirated
 2. 6100 lbs. – twin, naturally aspirated and single forced induction
 3. 5900 lbs. – single aircraft or single industrial engine, twin forced induction, or triple naturally aspirated.
 - b. 7400 lb. class with weight (all tractors must run 30.5” tires).
 1. 7900 lbs. – single, naturally aspirated
 2. 7600 lbs. – twin, naturally aspirated and single forced induction
 3. 7400 lbs – single aircraft or single industrial engine, twin forced induction or four (4) naturally aspirated, three (3) blown wedge style heads not over 43% maximum of 870 blower,
 4. 8000 lbs. – Diesel Superstock Tractors
2. No portion of the tractor will exceed 14 feet forward of the centerline of the rear wheels.
3. Tractors will be equipped with a “dead man” throttle. Foot throttles will have a toe strap.
4. Tractors will have side shields of .060-inch metal extending four (4) inches above and four (4) inches below the crankshaft.
5. Exhaust will be pointed upward.
6. Tractors using an automatic transmission will be equipped with a reverse gear lockout.
7. Automotive type engines using clutches will be equipped with SFI approved clutch housing, pressure plate, flywheel,

and clutch disc. (Engines used by manufacturers in both automobiles and trucks are classed as “automotive”)

8. Automotive transmissions will be covered with a current SFI-approved scatter blanket and secured as specified by SFI.
9. The remaining drive train to the original tractor transmission, together with any multiple engine couplers, will be shielded 360 degrees with 5/16-inch minimum steel or 3/8-inch aluminum to be fastened every six (6) inches or less with 3/8-inch bolts, grade five (5) or better to be butt-seam welded. Any additional manual transmission or gearboxes will be shielded in the same manner or be covered with an SFI-approved scatter blanket and secured as specified by SFI.
10. The following rules for Turbine Engines apply:
 - a. Any turbine engine that exceeds 8000 rpm on the output shaft will not be allowed to use a clutch/flywheel assembly, or an automatic transmission.
 - b. Exhaust pipes on turbines must extend a minimum of 6 inches above the top of the exhaust opening.
 - c. Exhaust stack diameter to be no smaller than 1 inch of the engine outlet.
 - d. No turbine engine will be operated beyond military temperature and rpm limits.
 - e. Turbine air intakes must be screened with metal screen that has openings no larger than 3/16 inch.
 - f. Steel turbine engine containment shroud:
 - i. Engines under 1500 hp must have 3/8-inch steel shroud that surrounds the engine.
 - ii. Engines over 1500 hp must have a ½ inch steel shroud that surrounds the engine.
 - iii. The steel shroud must extend a minimum of 5 inches forward and 10 inches aft of the turbine section.
 - iv. The steel shroud must incorporate a minimum of 3/8 inch thick flanges that extend radially inward from the shroud on both ends of the

- shroud within a maximum of 1 inch of the engine casting.
- v. A ½ inch gap between the engine and the ID of the flange must be maintained for air circulation inside the shroud.
 - vi. The flanges may be scalloped out to clear tubing, accessories, brackets, etc., and may be either rolled edges of the shroud or steel rings attached by welding or riveting to the shroud.
- g. Composite containment shroud system:
- i. Because the T55 has multiple steel engine casings, the inner portion of the sandwich may be a minimum of .032-inch aluminum for the T55 only.
 - ii. If the sandwich containment is used the following specs will apply:
 - 1. T-53, T-58, and T-55 are required to have 25 layers of Kevlar 29, 328, or 713 weave or current replacement number.
 - 2. T-64 and JFTD-12 are required to have 40 layers of Kevlar 29, 328, or 713 weave or current replacement number.
 - iii. Numerous bolts inserted through three segments (the two metal sheets and the Kevlar) of the sandwich are required.
 - iv. An air gap of ½ inch must be maintained for air circulation between the engine outer casing and the sandwich.
 - v. End flanges that are required for the steel containment shroud are not required when using the Kevlar sandwich.
- h. Two independent overspeed protection devices are required for power turbine wheel(s).
- i. The governor setting must not exceed manufacturer's maximum specifications.
- j. Overspeed shutdown – consists of speed monitor that activates a normally closed solenoid valve located between fuel control and fuel manifold. Trip setting to

be low enough to prevent overspeed in event of driveline failure.

- k. No homemade turbine engines allowed as competition engines.
- l. No Lycoming T-55-L-11 or TF-35 engines allowed as competition engines.
- m. Tech inspection at pull to include a function test of the shutdown solenoid without starting the engine.
- n. Turbine engines may start in gear only while hooked to the sled.
- o. Turbine vehicles allowed starter motor onboard, or auxiliary power unit to be carried onboard and running during a competition attempt but must not be hooked into the drive train during competition attempt.

6200 TWO-WHEEL DRIVE TRUCK CLASS

All Vehicles Must Conform to
“General Vehicle Rules”

- 1. Weight Class is 6200 lbs:
 - a. One (1) naturally aspirated, automotive type engine
 - b. 541 cubic inch limit with no tolerance
- 2. Trucks will be no longer than 15 ½ feet from the center of the rear axle to the most forward position of the truck, but no weight further than 15 feet.
- 3. Maximum tire size is 18.4x16.1.
- 4. Trucks will have a presentable bed or flat.
- 5. Trucks newer than 1940 will have hoods and fenders in place. All side doors will be in place.
- 6. Trucks will run steel, magnesium or aluminum flywheels that meet the following criteria:
 - a. Steel plate or steel billet flywheel will have a tensile strength of 60,000 psi and a yield strength of 40,000 psi.
 - b. Magnesium or aluminum flywheels will meet SFI Spec. 1.1

c. POSITIVELY NO GRAY CAST IRON ALLOWED.

7. Use of aluminum blocks or sheet metal manifolds will NOT be allowed. Allow the use of conventional style aluminum heads; NO HEMI, NO BILLET. The only modification allowed is porting. No external modifications. Only 2 valves per cylinder. Must have factory OEM port design – i.e., Ford 429 CJ, Chevrolet rectangle port. OEM meaning used in passenger cars.
8. Each driveshaft will have a minimum of two (2) steel loops 1/8-inch-thick, 1 inch wide, 6 inches (maximum) above and below. If a vehicle has a shaft between the transmission and transfer case no longer than 24 inches, one (1) loop, properly centered, will suffice. Two-piece shafts will have four (4) loops. Planetary drivelines will be shielded 360 degrees with 3/16-inch steel or 3/8-inch aluminum.
9. All driveline u-joints will be enclosed 360 degrees with 1/16-inch steel or 1/8-inch aluminum. Shield will be close enough to the joint to restrain any broken parts. Joint will not be visible from the side, top, or bottom.
10. Trucks with engine-driven fan blades will have a fan shroud extending 360 degrees around the blade to be constructed of 1/16-inch minimum steel. Shroud will be no more than one (1) inch from the radiator core at least ¼ inch past the rear blade.
11. Trucks will be equipped with steel bellhousing and block saver plate.
12. Automotive transmissions will be covered with an SFI approved scatter blanket and secured as specified by SFI.
13. Exhaust will discharge vertically or underneath and straight back.
14. If the battery is inside the cab, it will be safely enclosed and securely fastened down.
15. Braking system will be an adequate, foot-operated hydraulic system.
16. Radiator hoses or water hoses will NOT be allowed in the driver's compartment.
17. Axle bolts will be covered securely with a 1/16-inch metal shield.

18. Kill switch will be located in the rear of the truck bed and be unrestrained.
19. Weights will not extend farther back than 12 inches from the hitching point.
20. Maximum hitch height is 30 inches and no closer than 18 inches from the center of rear axle. At 10 degrees or less of drawbar angle. (See drawbar rules)
21. Trucks will have “wheelie bars” which will extend two (2) inches back from the farthest point of the tire, with a five (5) inch square pad on the bottom or 5x5” solid steel or aluminum roller mounted with a ¾” grade 8 bolt that will not turn with the roller. This device must be able to support the weight of the vehicle. The bottom of the front tire will not exceed 40 inches above the ground at the highest point.
22. Driver will wear seat belt while pulling.
23. No electronic traction control allowed.
24. No electronics to engage clutch will be allowed.

6200 PROSTREET 4X4 TRUCK CLASS

All Vehicles Must Conform to
“General Vehicle Rules”

1. Cubic inch limit is 473 cubic inch displacement (CID), allow a 1% (4.73 CID) tolerance.
2. One carburetor, no sheet metal intakes, no tunnel rams.
3. OEM production cast iron heads only. No hemi heads.
4. Open exhaust okay. All exhaust must exit down and straight back with the end of the exhaust parallel to the ground.

5. Must run stock appearing frame and body. Cut out beds allowed but must be covered. OEM cab and doors mounted solid to frame. Everything else can be fiberglass.
6. Can have solid rear suspension.
7. Drawbar hitch is mandatory. Rear hitch location must be no closer than 36% of wheelbase to center of rear axle and maximum of 26 inches high.
8. Must be OEM type transfer case, 1 ton max. Front axles may be no larger than 1 ton. You can run any rear end.
9. No weights beyond factory bumper with bumper in factory position.

6200 PROSTOCK 4X4 TRUCK CLASS

All Vehicles Must Conform to
“General Vehicle Rules”

1. Weight class is 6200 lbs:
 - a. Naturally aspirated engines ONLY
 - b. 485 cubic inch limit
 - i. Engine will be same make as vehicle
2. Tires will be DOT approved and must maintain original tread pattern. Maximum tire size is 305/70/16 or any 33x12.50 series tires not exceeding 33 inches in height. Tires will not track past 50% of front to rear width. NO BARRED TIRES.
3. Vehicle will have stock frame. Air bag suspension is not to be controlled from inside the cab.

4. Vehicle will have a 133" maximum stock wheelbase, any body style—including fiberglass with a protective fire wall, one ton maximum front end, any size rear end. No flat bed.
5. Vehicle will be limited to a single "One (1) Piece" Carburetor.
6. No alcohol fuel allowed. Q-16 Fuel is allowed.
7. Use of after-market fuel injection systems is NOT allowed.
8. Vehicle will be equipped with SFI steel bellhousing and block-saver plate. Must have shield around the clutch release hole.
9. Vehicle may run any transfer case.
10. Vehicle may use any cast iron block not exceeding 4.9 bore spacing (Chevy/GM 4.84, Ford 4.90, Mopar 4.80) with exception of no DRCE 3 & 4. No hemispherical combustion chambers. No aluminum blocks. Various aftermarket heads having no more than two valves per cylinder may be used. No Hemi-heads (no hemi 99) are allowed. No sheet metal manifolds and no two piece or removable top tunnel rams.

Owner must sign off on a form stating the engine is compliant with the guidelines stated above. The form will have to be turned into MSTPA by the first attended competition. This form will need to be submitted at the beginning of each season and will be valid for one (1) season. In the event the engine gets protested and is found not to be in compliance of the rules stated above, the owner will have to pay the protest fee. In addition, the owner & truck will be banned from participation with the MSTPA organization for one (1) full year, starting on the date of when the engine has been proven non-compliant. This rule is locked and cannot be changed until the end of the 2019 season.

- a. Engine location must be no less than 14" from center line of front axle to front of bellhousing flange.

11. Hood scoops optional.
12. Exhaust will discharge vertically or underneath and straight back.
13. Trucks will run steel, magnesium or aluminum flywheels that meet the following criteria:

- a. Steel plate or steel billet flywheel will have a tensile strength of 60,000 psi and a yield strength of 40,000 psi.
 - b. Magnesium or aluminum flywheels will meet or exceed former SFI standards, spec. 1.1.
 - c. POSITIVELY NO GRAY CAST IRON ALLOWED.
14. All u-joints must be covered 360 degrees with 1/8-inch steel or 3/16-inch aluminum having two (2) driveshaft hangers per driveshaft 1/8-inch-thick steel or 3/16-inch aluminum one (1) inch wide, six (6) inches (maximum) above and below shaft.
 15. All driveshafts shorter than 24 inches require one (1) hanger.
 16. Automatic transmissions will have an SFI-approved blanket or shield.
 17. The leading edge of the front weights will not extend more than 60 inches in front of the axle centerline.
 18. Hitch may be any length, but hook point cannot be any closer than 36% of wheelbase. No part of hitch can be attached to rear end housing, stem, adjuster, etc. From pivot point of hitch to hook must be on same plane and not to exceed 25 degrees of angle. Angle will be measured on hitch stem, not from point of hook to pivot. Hitch must be secure in all directions. Hitch adjuster must be 12" or less from point of hook. All rear ends must be welded or bolted in all directions to the frame.
 19. Kill switch will be located in the rear of the truck bed without restraint.
 20. Driver will wear seatbelt.
 21. The 6200 Prostreet 4x4 trucks will be allowed to hook in this class if the 6200 Prostreet is not offered, this will not be counted for points. Puller and vehicle must be a member and have a registered vehicle.
 22. No electronic traction control devices allowed. All ignition boxes will be sealed & certified by manufacturer for no traction control. For one-time hooks: if they do not have a sealed box—they will have to run one of the spare boxes—if there are more than 2 one-time hooks, there will be a drawing for the spare boxes.

23. Weight box must be a minimum of 8" above the ground.
Weight box must be fixed; cannot be raised up or down.
24. All trucks to be pumped by the 2nd pull, cylinder to be chosen by tech official and any new trucks competing will be pumped before they can pull. Trucks will be pumped randomly throughout the season.

3.0 DIESEL 4X4 TRUCK CLASS

All Vehicles Must Conform to "General Vehicle Rules"

1. Weight will be 8000 lbs for all trucks.
 - a. 3.00 smooth bore turbo only (see rule 19)
 - b. May have non factory axles (see rule 16)
2. Weights must be secure and may not extend more than 60 inches from the centerline of the front axle. Weights may be fastened in the rear bed but are not allowed in the cab of the truck. No tarp straps allowed for any purpose.
3. No passengers allowed.
4. Seat belts are required and must be worn while truck is on the track and DRIVERS SIDE WINDOW MUST BE DOWN.
5. Interior seats may be removed except for the driver's seat.
6. No fuel tanks allowed inside the cab.
7. All trucks must be weighted and certified, under hood inspection will be made at that time.
8. Trucks must be in safe operating condition.
9. The frame and wheelbase are limited to 158". The motor does not have to match brand. The body does not have to match frame. NO Flatbeds. The bed floor may be removed and gutted. If bed is gutted a bed cover must be used (tarp, etc.) and a form of tailgate (sheet metal, aluminum, etc. or extended tarp).

10. Adequate brakes are mandatory.
11. The engine must be in the OEM stock location. Maximum of 460 cu in. Engines may be changed to cross factory lines of manufacturing. (Cummins may be put in Ford or Chevy). Factory option engines for one (1) ton trucks and lighter are only allowed. No aftermarket blocks or heads.
12. Aftermarket transmission and transfer case are allowed.
13. Dual rear wheels are allowed.
14. Rear suspension may be welded.
15. Traction and ladder bars are allowed.
16. Any front or rear axle allowed, no planetary. All front axles must have coil or leaf springs and must be in stock location. Adjustable front suspension stops must be mechanical. Pneumatic, hydraulic, and electrical adjustable stops are not allowed.
17. The tire must be DOT street tires. No altered, cut, or recap tires allowed. Maximum diameter is 35 X 12.5.
18. Hitch height shall be a maximum of 26". No transfer type hitches allowed. Receivers must be made of solid steel with an oblong shaped hole 3 ¾" long and 3" wide. Hitch must be frame mounted behind the center line of rear axle of vehicle. No more than 18" from center pivot point on hitch and may extend above frame rails not to exceed 25 degrees for all trucks. No pulling point or bracing in front of center line of rear axle 44" minimum from center of rear axle to hook point. Rear bumper bars are required.
19. 3.0" (smooth bore only)—The compressor housing NO LARGER than 3.0" bore. The compressor wheel must protrude into the 3.0 bore 1/8". The inlet will be measured using a 3.05" plug and must not be able to enter the inducer bore.
20. Aftermarket computer chips and auxiliary boxes are allowed.
21. Water injection (only) is allowed. Alcohol, methanol, propane, Nitrous Oxide, and all oxygen extenders are prohibited.
22. The fuel injection pump is limited to any P series injection pump one plunger per cylinder.

23. All trucks must have a three-way dump valve (manual) ahead of the injection pump to be operated from the dash panel and must be equipped with a functioning air shut-off that is operated from the rear of the vehicle. The air shut-off switch must have a 2" ring and be mounted directly above the hitch in the center of the tailgate area.
24. Drive shaft loops: All trucks must have three round metal loops shielding on each driveshaft (two-piece driveshaft will have six metal loops). 360-degree loop must be constructed of at least 5/16" steel or 3/8" aluminum, 3/4" wide or wider and not more than 2" from the shaft in any direction. End loops to be placed no further than 6" from universal joints, with third loop in center of shaft, or can be a solid tube (3/8" aluminum or 5/16" steel) meeting the above requirements.
25. All trucks will have 360-degree metal shields around the universal joints, 3/8" thick aluminum with 1/8" steel insert or 1/2" aluminum or 5/16" steel. Minimum width 6". The insert must be a minimum of 6" wide. Shield must have a minimum of 2" clearance and a maximum of 4" clearance.
26. Exhaust may exit through hood of vehicle and must point upward. Two (2) 3/8" diameter bolts minimum grade 5 must be placed through the exhaust pipe, 90-degrees from each other, within one inch of each other as close to the turbo as possible.
27. All vehicles are required to have an SFI approved clutch, and flywheel. An SFI approved scatter blanket(s) is required around the bellhousing or SFI approved clutch can.
28. Axle and hub bolt shields required to be minimum of .060" thick. Minimum diameter of axle end and hub bolts to be covered on both front and rear axles. Mounting shield cannot be mounted to axle end or hub bolts. A hole may be installed in the center of front shield so that lock can be operated, so long as hub end or axle bolts are covered.
29. All engines turning 4500 rpm's and higher must be equipped with a harmonic balance or damper meeting SFI spec 18.1 and shielded as stated in general rules.
30. All trucks only allowed 102" maximum track width (outside tire to outside tire).

10500 HOT STOCK TRACTOR CLASS

All Vehicles Must Conform to
“General Vehicle Rules”

1. Weight Class is 10500 lbs.
 - a. Any turbo
 - b. Any cubic inch blocks
 - c. Any fuel pumps
 - d. 3000 rpm limit; must have and use RPM sensor
2. Speed limit will be 12.5 mph with 100’ track mark speed correction.
3. Tires can be 18.4 X 38 cut or 20.8 X 38 uncut.
4. No tricycle front ends allowed.
5. Vehicle must have air shut off kill switch and 3-way fuel shut off valve.
6. Vehicle must be equipped with 20” draw bars, wheelie bars, R.O.P.s and seat belts.
7. This is an entry level class for 12-year-old and older with parent’s consent.
8. Any vehicle with non-factory front axles must have skids.
9. Vehicle must have blanket or steel encasement on flywheel.

8500 LIMITED PROSTOCK TRACTOR CLASS

All Vehicles Must Conform to
“General Vehicle Rules”

1. 474 cubic inch limit.
2. Kill switches are mandatory and must be easily reached by driver while sitting. Air shutoff must be spring-loaded closed.

3. The turbo compressor inlet diameter to be measured at the face of the wheel, a maximum of 3.0 inches. Tips of the wheel must protrude into opening at least 1/8 of an inch. Housing may use a reducer or slug if welded in place, no setscrews, or provisions to remove slug. Tips of wheel must still protrude into opening.
4. The turbo exhaust outlet diameter to be measured at the face of the wheel, a maximum of 4.0 inches. Tips of the wheel must protrude into opening at least 1/8 of an inch. Housing may use a reducer or slug if welded in place, no setscrews, or provisions to remove slug. Tips of wheel must still protrude into opening.
5. No functional waste gates. No air entry after the 3.0 opening in compressor or 4.0 opening in exhaust housing. No MAP width enhancement grooves or air entry of any kind. No variable geometry turbos.
6. Waste gated exhaust housing allowed but must be altered to look like non-waste gated exhaust housing. All passages internal and external must be plugged.
7. One Bosch type injector pump, no sigma style pumps.
8. No nitrous oxide or propane.
9. Tire size maximum of 24.5 X 5.32.4.
10. Tractor must have side shields covering engine compartment that will contain any fluids or engine parts.
11. Tractor must have steel flywheel, no cast iron allowed.
12. Tractors will be equipped with a clutch blanket or steel shield no less than ¼ inch thick and 5 inches wide.
13. Engine must run on factory designed fuel.
14. Tow (2) springs to pull throttle back to idle; one (1) on pump and one (1) on throttle handle.

OPEN CLASS

All Vehicles Must Conform to “General Vehicle Rules”

1. Any vehicle that complies with the “General Rules”, “General Vehicle Rules”, and “Open Class” rules may pull in this class.
2. Drawbar height will not exceed:
 - a. Tractors—20 inches
 - b. Two-wheel Drive Trucks WITH blower or turbo—28 inches
 - c. Two-wheel Drive Trucks WITHOUT blower or turbo—30 inches
 - d. Prostock Trucks—27 inches (may change to barred tires, if desired)
 - e. Superstock & Modified Four-wheel Drive Trucks—26 inches
 - f. Two-Wheel Drive—30-inch drawbar-Naturally aspirated

Two-Wheel Drive Truck	6200 lbs
Blower Two-Wheel Drive Truck	6200 lbs
Prostreet 4x4 Truck	6200 lbs
Prostock 4x4 Truck	6200 lbs
Modified & Superstock 4x4 Truck	6200 lbs
Profield Tractor	10500 lbs.
Single Blown Modified Tractor	7600 lbs
All Other Modified Tractors	7200 lbs
LLSS/6400# Prostock Tractors	6500 lbs.
9500 Prostock Tractors	10000 lbs.
ULSS 20-inch drawbar	7200 lbs
Alcohol with aluminum head	7700 lbs
DSS 20-inch drawbar	8200 lbs
PS 20-inch drawbar	9500 lbs
LPS 20-inch drawbar	9600 lbs
SF 20-inch drawbar	9800 lbs
ASS 20-inch drawbar	
Alcohol with cast iron heads	8000 lbs
Diesel 4x4—3.0 smooth bore	8500 lbs

2.6 PROSTREET DIESEL 4X4 TRUCK CLASS

All Vehicles Must Conform to
“General Vehicle Rules”
FOLLOW 2.6 DIESEL PPL RULES

1. Maximum weight 8000 lbs.
2. OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions and tube chassis are prohibited. Lengthening of frame allowed up to 158". Longer trucks (158"-172") must maintain OEM measurements for body being used.
3. The body must be OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. After market hoods permitted. The hood must be closed and securely latched when hooked to sled.
4. Maximum cubic inch 460. Engine must be in OEM locations for the body used. No aftermarket blocks permitted. Engine must have 3/8 cable surrounding #12 and #2 cylinders and must pass through the manifolds. 2 cables at splice with 4-6 inches of slack.
5. Cylinder head must be OEM or OEM replica for brand of engine. Outside of cylinder head must measure factory width and length. No billet heads of any material. Head must retain factory OEM valve angle. No deck plates permitted. Side draft and aftermarket intake manifolds are allowed.
6. Hook point to be no closer than 44" of centerline of rear axle. Maximum hitch height of 24" with a minimum of 3.75"x3 opening. Hitch must be stationary in all directions. Hitch must be frame mounted. The use of Reese style hitches is prohibited. Hitch must be centerline of rear axle or behind. Hitch must not exceed 25-degree angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters must go down from drawbar. The adjusters can only go straight downward

vertically or towards rear differential housing. No slotting of holes for adjuster attachment. No hitch supports or adjusters fastened to rear axle housing shall be above center point of rear axle. Pivot pin of drawbar can be no further forward than the centerline of rear axle.

7. Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore for 1/8" Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter inducer bore and contact with
8. All vehicles must be equipped with upward pointing exhaust located either directly behind cab or out of truck hood. Two 3/8-inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other and within 12 inches of turbo.
9. Front hanging weights are allowed, not to exceed 60 inches forward from the centerline of front axle. Ballast may be added in the bed of truck but must be securely fastened.
Maximum weight 8000 pounds.
10. All trucks must have at least six-inch-wide u-joint shield around the rear u-joint constructed of at least 5/16-inch steel or 3/8 aluminum that will safely contain the u-joint and the end of the driveshaft. All shields must be securely mounted to vehicle. Any front shaft u-joints that can be visibly seen from side of truck must be shielded to contain the u-joint and the end of the driveshaft.
11. A fire extinguisher system is permitted. 2.5 lb. fire extinguisher must be securely mounted within reach of driver. A complete OEM firewall is required.
12. All drivers must have valid drivers license and full SFI fire suit including helmet. Seatbelt/restraint must be worn.
13. The complete OEM floor pan is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted.
14. Hand throttles permitted. Diesel fuel only. No propane or NO2 or any other oxygen enhancers allowed.

15. Maximum of one P pump up to P7100 allowed. 13MM plunger limit. Ag governors permitted. The use of multiple high pressure common rail fuel pumps is legal.
16. OEM rear and front ends required. Must have come factory in a one ton or smaller vehicle.
17. Axle shields are required. Shield to be .060" thickness steel or aluminum. A hole may be cut in one shield to allow operation of hub lock
18. Safety switch (rain cap or guillotine) must shut off air to diesel engines. Switch will be securely mounted to back of vehicle. A 2 inch or bigger solid ring must be attached to end of switch. Ring must be zip tied to switch bracket. Switch must also be able to be activated in cab while driver is secured in vehicle.
19. Hydraulic steering permitted.
20. Suspension – The upper mounting point for strut assembly must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided the factory mounting points are maintained. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Raising or lowering of vehicle height with suspension modifications is permitted but must be bolt on only. Welds permitted for attachment to frame and axle only. Blocked suspension permitted. No air bags. Rear suspension may be made solid.
21. Tires must be DOT approved with maximum size of 35x12.5. No studded tires or tire chains. No alterations to tires permitted. No bar or terra tires.
22. Dual wheels are prohibited.
23. OEM transmission and transfer case must be used. Must have com factory in a one ton or smaller vehicle.
24. Non-OEM transmissions prohibited. Aftermarket torque convertors, valve bodies, and internal components are permitted.
25. SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.

26. Water injection is prohibited.
27. Air to air intercooler only. No ice or water permitted in truck during competition.

DRAWBAR RULES

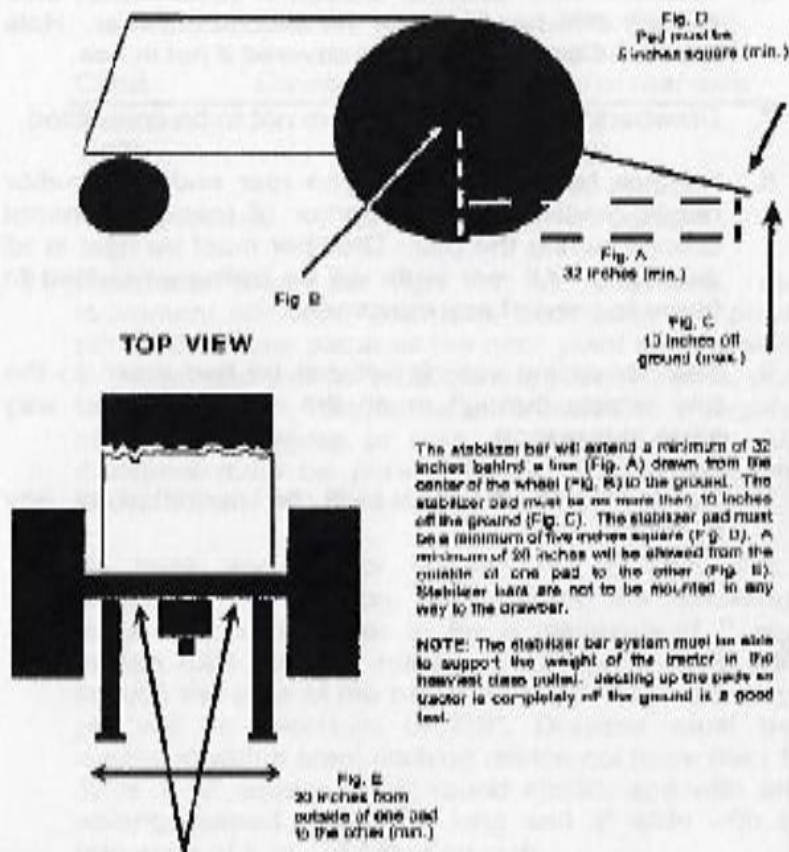
1. Drawbars cannot be shorter or higher than specifications listed below. Drawbar lengths are measured from the center of the rear wheels to the point of the hook.

Class	Drawbar Height	Min. drawbar length from center line of rear axle
Tractors	20"	18"
2WD	30"	18"
4WD	26"	36%
Prostreet 4x4	26"	36%

2. Drawbars must be rigid in all directions, no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1 ½ inches, plus or minus, per foot of length. This formula translates to a legally allowed 10-degree or less of drawbar angle. All drawbars must be parallel to the ground except for 4WD trucks.
3. All truck and tractor classes up to 8200 lbs., regardless of division, must meet the following requirements: drawbar to be a minimum of 2 sq inches total material (steel) at any point. This will include the area of the pin with the pin removed. Any pin will be minimum of 7/8". Drawbar must be equipped with a steel hitching device not more than 1 ½" x ½" square (1 ½" round stock); and with an oblong shaped hole 3 ¾" long and 3" wide with a tolerance of + or – of 1/8 of an inch.
4. No portion of the vehicle may interfere with sled, chain or hook during a pull or while being hooked or unhooked.

5. An area 5" wide and 12" high immediately above and below the drawbar must be free of all obstructions (including weights, stabilizer bars, and second drawbars) for ease of hooking and unhooking.
6. Vehicles with second drawbars must have their primary drawbar 8" above the second drawbar. Hole in second drawbar MUST be covered if not in use.
7. Drawbars and wheelie bars are not to be connected.
8. No trick hitches, or cam type rear ends. Drawbar height or distance from center of rear axle cannot change during the pull. Drawbar must be rigid in all directions. All rear ends will be bolted or welded to frame to prevent any movement.
9. The competing vehicle will not be tied down to the tow vehicle through or on the drawbar in any way while in transport.
10. No L-shaped drawbars will be permitted in any division.

STABILIZER BAR



The stabilizer bar will extend a minimum of 32 inches behind a line (Fig. A) drawn from the center of the wheel (Fig. B) to the ground. The stabilizer pad must be no more than 10 inches off the ground (Fig. C). The stabilizer pad must be a minimum of five inches square (Fig. D). A minimum of 20 inches will be allowed from the outside of one pad to the other (Fig. E). Stabilizer bars are not to be mounted in any way to the crawler.

NOTE: The stabilizer bar system must be able to support the weight of the tractor in the heaviest deep pull. Jacking up the pads on a tractor is completely off the ground is a good test.

The stabilizer bars and their assembly are in no way to be connected to the D/PART or its assembly.

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