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2017 OTTPA EXECUTIVE BOARD (5 MEMBERS)

CHIEF EXECUTIVE OFFICER

Doug Roberts

12050 Dogwood Rd, Carthage, MO 64836

417-860-9775(C)

outlawpullers@gmail.com

CHIEF OPERATION OFFICER

Kurt Van Beek

907 Greenway Drive Rock Valley, IA 51247

712-470-1593(C)

kurt@outlawpulling.com

INDEPENDENT (Elected by the OTTPA Board – 1-year term)

Fred Petsch

715 8th St, Milford NE 68405

402-416-5561 (C)

fred@outlawpulling.com

OTTPA PROMOTER (Elected by the OTTPA Board – 3-year term – till 2018)

Rich Rozeboom

748 Fairway Drive, Rock Valley IA 51247

712-470-1162(C)

Rozeboom@townandcountryimpl.com

PRESIDENT OTTPA BOARD (Elected by the OTTPA board – 1-year term)

Robert Zajieck

1001 Commerce Lane, Columbus, TX 78934

979-732-7560(C)

qualityfertilizer@att.net

Nick Siebrect –tax services

Martin & Associates LLC – patents, trademarks & copyrights

OTTPA Executive Board will oversee purchases, insurance, insurance fees, contracts, sanctioning fees, schedule, events, event operations, sleds, announcers, purse, purse payouts, points, points payout, classes, rules, safety rules, employee salaries, Outlaw Fuel & water, etc.

Note: If an OTTPA promoter is no longer associated with an OTTPA event the OTTPA board will elect a new OTTPA promoter at the next annual OTTPA meeting.

OTTPA BOARD (14 members – 1 from each class offered by OTTPA)

OTTPA Board will oversee rules & safety for all classes. Purse & payout recommendations, etc. and forward all info to Executive Board through the OTTPA board President. Terms are 3 years.

NOTE: If a class board member changes class or is no longer an OTTPA member the class will elect a new class board member at next annual OTTPA meeting.

OTTPA *President (appointed by the OTTPA board from 1 of the 14 members on the board – 1 yr. term)

Robert Zajicek, *President

1001 Commerce Lane, Columbus, TX 78934

979-732-7560(C)

qualityfertilizer@att.net

LLP CLASS: Jeff Sievertsen (Term expires 2018)

3050 340th St., Manilla IA 51454

712-269-2085(C)

jrsievertsen@gmail.com

P4x4 CLASS: Larry Hollis (Term expires 2019)

RR 1 Box 1286, Thayer MO 65791

417-280-0796(C)

Larry857@centurytel.net

D4x4 CLASS: Chris Barton (Term expires 2018)

5602 SE Hwy 169, St. Joseph MO 64507

816-261-7810(C)

cmbarton84@yahoo.com

PSS CLASS: Doug Oertwich (Term expires 2017)

84107 574 Ave, Pilger, NE 68768

402-649-5668(C)

doertwich@hotmail.com

LLM CLASS: Brian Fuhr (Term expires 2017)

12249-415 Street Leigh NE 68643

402-920-1915(C)

Fuhr81@hotmail.com

MOD CLASS: Craig Ulmer (Term expires 2018)

1790 140th St, Larchwood, IA 51241

712-470-4540(C)

Craig_ulmer@hotmail.com

2WD CLASS: Robert Zajieck (Term expires 2018)

1001 Commerce Lane, Columbus TX 78934

979-732-7560(C)

qualityfertilizer@att.net

4WD CLASS: Doug Ridder (Term expires 2019)

2289 Brown Shanty Rd

Hermann, MO 65041

573-280-1370

Dridder@hermann.k12.mo.us

Support Staff

Office Manager, Susan Dunklau

4638 CO RD P 11, Arlington NE 68002

402-618-7545 (C)

susan@outlawpulling.com

SF CLASS: Allen Andrews (Term expires 2017)

30295 471 St Ave, Beresford SD 57004

605-351-0814(C)

dakota-deere@hotmail.com

LPS CLASS: Dave Novak (Term expires 2019)

57546 826 Rd, Howells NE 68641

402-615-1070(C)

David-Theresa-Novak@hotmail.com

PS CLASS: Dave Yarick (Term expires 2019)

9994 SW CR 7007, Rich Hill MO 64779

417-448-4182(C)

dirtslingndr@klmtel.net

LSS CLASS: Randy Dunklau (Term expires 2019)

4638 CO RD P 11, Arlington NE 68002

402-618-0007(C) 401-478-4234 (H)

dunklaus@gmail.com

DSS CLASS: Troy Arndt (Term expires 2018)

3473 300th, Sac City IA 50583

712-660-1288 (C)

troyarndt@live.com

USS CLASS: Glen Frese Jr. (Term expires 2017)

2782 76th St, Watkins, IA 52354

319-551-0250(C)

gkfrese@southslope.net

Event Entry Clerk - meeting records, purse, payouts

Lori Bauer

PO Box 163 Paton, IA 50217

515-370-0331(C)

loriJeanbauer@yahoo.com

Director of Tech Services Tech, safety, event & operations manager (appointed by the OTTPA board 1-year term)

Ryan Boysen

409 12th St, Onawa IA 51040

712-880-0178

Boysen4240@gmail.com

Director of Tech Services Responsibilities:

- Hiring of Entry Clerks, Tech People, and Laser operators at all OTTPA events.
- Head Tech official will have final say on all safety and competition decisions at events.
- Head of all OTTPA Fuel & Water testing and final say on all results.
- If not at the event, he will appoint 1 tech person as head tech at every event. Head tech chooses where other tech people work at that event.
- Responsible for track preparation, start time, class pulling order, if 2 tracks offered, the class selection for each track, sled setting, pull-off, intermissions, etc.
- Coordinate all responsibilities of promoters with OTTPA such as:
 - An Ambulance or EMT Personnel, a Fire Truck and Fire Dept. Personnel, a box blade with tractor and operator, large tow- motor, backhoe, or loader to handle 2000 lb. weights, 2 people per track to hook & unhook vehicles to sled, a disc/field cult. & water truck to prepare track, a roller with operator (prefer rubber wheel roller), a person to weigh vehicles & measure drawbars, a line marker & lime, a sufficient amount of tow vehicles with drivers, etc.
 - Work Schedule for Entry Clerks, Tech people, and Laser Operator.
 - Responsible for track markers, leader flag, fire extinguishers, radios, lasers, tech & testing supplies, etc. and budget for said items.
 - Work schedule, workers budget and supplies budget submitted to OTTPA Executive Board by May 1st of each year.

Tech Personnel: The OTTPA Director of Tech Services will define the number of tech personnel that will attend each event. Rate of pay is \$250 for the first day and \$200 for each succeeding day. If there are multiple sessions in a day, the rate is \$200 per session.

Entry Clerk: Each event will have 1 entry clerk per track at a cost of \$250 for the first day and \$200 for each succeeding day. If there are multiple sessions in a day, the rate is \$200 per session.

Laser Operator: Each event will have 1 laser operator per track at a cost of \$150 per day or session.

OTTPA TECH STAFF

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WARRANTY DISCLAIMER The rules promulgated in the 2017 Pulling Rules are intended as guidelines for the sport of tractor and truck pulling, and the rules relating to the safety of equipment are the responsibility of each driver who participates in the sport of truck and tractor pulling under these rules. No expressed or implied warranty of safety is intended nor may be inferred from the publication of neither these rules, nor the compliance therewith. Nothing herein should be construed as a guarantee against injury or death to participants, bystanders or spectators. Specification and rules set forth in the 2016 OTTPA Pulling Rules were voted for by competing members at our annual banquet and/or approved by the 2016 OTTPA Board of Directors.

All participants in an OTTPA sanctioned event must assume all liability for any damage or loss caused by or from their equipment and the use thereof. The OTTPA specifically states that if it has not tested any equipment or use of equipment that it refers to in the 2016 Pulling Rules and makes no warranties either specified or implied with regard to or any use thereof. The user must look to the manufacturer with regard to said warranties.

2017 OTTPA MEMBERSHIP

The OTTPA license is similar to a driver's license. It will have the OTTPA logo, your name, address, social security number, class and insurance information. All competing memberships will be valid from January 1, 2017 to December 31, 2017.

Competing Membership – (Can join the day of pull)

- Postmarked by 12/15/16 \$300.00
- Postmarked by 02/01/17 \$375.00
- Postmarked after 02/01/17 \$450.00

Competing Membership Includes:

- 2017 OTTPA Souvenir Program
- 2017 Newsletters
- 2017 OTTPA Official Rule Book
- 2017 Competition License Card
- 2017 USPA Insurance Card
- 2017 OTTPA Address & Phone Directory
- Two OTTPA Decals
- Event Information

Vehicle Registration

- Per Vehicle \$ 125.00

Insurance (mandatory)

- Postmarked by 12/15/16 \$150.00
- Postmarked by 02/01/17 \$170.00
- Postmarked after 02/01/17 \$190.00

INSURANCE: The following is a brief summary of insurance coverage for those who hold an OTTPA competition license. Insurance coverage at event site includes \$10 million liability, \$20,000 accidental death and \$240,000 excess medical. Spouse and dependent children also have accidental death and medical coverage for accidents while on site at OTTPA sanctioned events.

For information on insurance coverage, loss reports, etc., refer all calls/correspondence to: USPA 1-217- 923-3949

OTTPA CHAMPIONSHIP PULLING

The sport of pulling can trace its roots back to the early days of draft horse pulling at the county fairs in the early part of the 20th century.

One of the first recorded “motorized” pulling event took place in 1929 at Bowling Green, Missouri. As the sport of pulling started taking shape, it grew throughout the 1950’s and 1960’s. What it lacked through the years was a uniform set of rules from county to county and from state to state. Competitors never knew what the rules were going to be from event to event. By the 1970’s different associations across the country were formed to establish uniform rules and give the structure it needed. One of the associations formed was the Outlaw Truck & Tractor Pulling Association. Since its founding in the 1982 OTTPA has placed high priority on keeping pulling a safe and competitive sport for the competitors and the fans. The OTTPA rulebook has evolved to meet that goal. Today OTTPA has one of the safest records in all of motorsports.

What began back in OTTPA’s infancy has grown into a major motorsport, with some 310 members, who compete in 14 different classes on eight different levels of pulling throughout the Midwest from South Dakota to Texas. The OTTPA has come a long way since its humble beginnings to become one of the most recognized sanctioning bodies in the motorsport of truck and tractor pulling, stressing safety and fair competition.

PULLING DIVISIONS & CLASSES

Four divisions with fourteen different classes of competition comprise the OTTPA. They are listed as follows:

Trucks

- Pro Stock Truck (P4x4)
- Diesel 4x4 Trucks (DT26)
- Diesel 4x4 Trucks (DT30)
- Modified 4WD Truck (4WD)
- Modified 2WD Truck (2WD)

Semi

- Pro Stock Semi Truck (PSS)

Modified Tractors

- Light Limited Modified Tractor (LLM)
- Modified Tractor (MOD)

Tractors

- Light Limited Pro Stock Tractors (LLP)
- Super Farm Tractor (SF)

- Limited Pro Stock Tractor (LPS)
- Pro Stock Tractor (PS)
- Light Super Stock Tractor (LSS)
- Diesel Super Stock Tractor (DSS)
- Unlimited Super Stock Tractor (USS)

No class jumping if your class is scheduled at an event which is considered to be a given location (i.e. – Ravenna, Wisner, Rock Valley), not the specific session. Vehicle can only jump up to the next class level, if your class is not offered. If jumping up a class, you must be OTTPA legal for your own class (i.e.- any class with mandatory turbo, fuel, water, etc. must run that turbo, fuel, etc. to jump up a class.) Example: Light Limited Pro Stock to Super Farm, Super Farm to Limited Pro Stock, Limited Pro Stock to Pro Stock, Pro Stock to Diesel Super Stock, Light Super Stock to Diesel or Unlimited Super Stock, Diesel Super Stock to Unlimited Super Stock. Light Limited Modified Tractor not allowed to jump up to Modified Tractor class. Pro Stock Trucks not allowed to jump up to Modified 4WD Truck class. Within each division are weight classes illustrated in the table below:

OFFICIAL OTTPA CLASS WEIGHTS

Trucks	Pounds
P4x4 - Pro Stock 4x4	6,200
D4x4 - Diesel 4x4 3.0	8,200
D4x4 – Diesel 4x4 2.6	8,000
MOD - Modified 4WD	6,200
2WD - Modified 2WD	6,200
Semi-Trucks	
PSS - Pro Stock Semi Truck	20,000
Modified Tractors	
MOD - Modified Tractor	7,400
LLM - Light Limited Modified Tractors	
Turbine Engines	6,200
Up to this weight with other engine types	7,200
SF & Pro Stock Tractors	
LLP - Light Limited Pro Stock Tractor	8,200
SF - Super Farm Tractor	9,200
LPS - Limited Pro Stock Tractor	9,500
PS - Pro Stock Tractor	10,000
Super Stock Tractors	
LSS - Light Super Stock Tractor	
Allis Chalmers	A-6300
Allis Chalmers	D-6600
John Deere	A-6300
John Deere	D-6600
Ford	A-6100
Ford	D-6400
IH	A-6100
IH	D-6400
Case	A-6200
Case	D-6500
Deutz	A-6100
Deutz	D-6400
White	A-6100
White	D-6400
DSS - Diesel Super Stock Tractor (components)	8,200
DSS – Diesel Super Stock Tractor (cast chassis)	8,500
USS - Unlimited Super Stock Tractor	6,200

POINTS & END OF SEASON AWARDS

OTTPA will award points for the 2017 OTTPA “Pull Off for the Championship” end of the season awards.

1) Points will be awarded to registered vehicle.

- 2) Points shall be awarded based upon the finish position of vehicle.
- 3) A vehicle shall receive show-up points (5 points) when said vehicle arrives at pull and registers with the clerk or broke down at said event on previous day or sweep.
- 4) A vehicle shall receive minimum of 20 points (last place) when said vehicle arrives at pull and registers with the clerk or broke down at said event on previous day or sweep.
- 5) Pre Entry vehicles will not get money back if it receives points for said hook and if not in Pre Entry program must pay entry fee to receive points for said hook (broke down at said event or sweep)
- 6) Disqualification will receive last place points and purse in the class or last place points and purse in pull-off if in such pull-off.
- 7) Points are calculated from annual banquet to next annual banquet.
- 8) The following point system will be utilized for OTTPA points for the 2016 points season:
 - i) 1st Place – 32 place points + 5 show points = 37
 - ii) 2nd Place – 31 place points + 5 show points = 36
 - iii) 3rd Place – 30 place points + 5 show points = 35
 - iv) Etc.
- 9) Point's distribution will be 25 points from 12th place down. Must check in or call at all events even if broke to receive the 25 points. If not checked in, only 5 show points will be given.
- 10) Any pre-entered vehicle that does not check in (call) if not competing at the event will forfeit pre-entry fee refund for said event.
- 11) Tie – Breaker (end of the season). If the end of season points race results in a tie, the following formula will be used to break the tie. Ties will be broken by using the greatest number of 1st place finishes at events counting towards points. If a tie still exists, 2nd place finishes, 3rd place finishes, and etc. will be counted until the tie is broken. If still tied the most total distance will be used to break tie.
- 12) This formula may be used for special bonus programs if ties result.
- 13) The OTTPA Board reserves the final authority to settle any questions or disputes regarding points awards.

Vehicle qualifications to be in the "Pull-off for the Championship"

- 1) All vehicles that have either made all the hooks and paid hook fees per night or any vehicles that were in the pre-entry program and have not missed more than was allowed for that class will be able to compete for the end of year points money and awards.
- 2) We will only have one reset, the "Pull Off for the Championship" will start at the MO. State fair, all vehicles that qualify in every class will be separated by 2 points, Example 1st 700, 2nd 698, 3rd 696 etc. Those are the only vehicles that can collect end of year money and awards.
- 3) Numbers of hooks each pre-entry puller class can miss and still be eligible for the "Pull-off for the Championship".
 - PSS – 0 hooks
 - LLM – 1 hook
 - D4X4, DSS – 2 hooks
 - P4x4, LSS, USS, 4WD – 3 hooks
 - LLP, SF, LPS, PS, 2WD, MOD – 4 hooks
- 4) Competitor will receive 25 points for missed events. Must check in or call at all events even if broke to receive the 25 points.
- 5) Missing a hook due to breakage after the first hook on a 2 or 3-day event or sweep competitor will receive 25 points for the remaining hooks on that event or sweep. These misses will not count against your number of misses allowed if you do not hook elsewhere with another association.
- 6) End of year payout will be determined by taking \$20 from every hook fee from all vehicles that competed all year long in each individual class plus money from sponsorship dollars.
- 7) All vehicles from each class that qualify for end of season money and awards must attend each event that their class is offered at to be eligible for the end of season points fund, if said hook happens (rainout or cancelled events do not count). If broke on second day of event or sweep vehicle will be awarded 25 points and still eligible for end of season points fund.

Payout		2017 OTTPA PURSE PAYOUT	
Class	Min. Purse	Payout Places	Payout Breakdown
DT26	\$2500	10	\$600, \$475, \$350, \$250, \$200, \$175, \$150, \$125, \$100, \$75
PSS	\$2500	6	\$750, \$550, \$450, \$350, \$250, \$150
P4x4	\$3000	10	\$700, \$550, \$425, \$325, \$250, \$200, \$175, \$150, \$125, \$100
DT30	\$3500	8	\$800, \$650, \$525, \$425, \$350, \$300, \$250, \$200
LLM	\$3500	8	\$800, \$650, \$525, \$425, \$350, \$300, \$250, \$200
LLP	\$4000	12	\$800, \$675, \$550, \$425, \$325, \$250, \$225, \$200, \$175, \$150, \$125, \$100
SF	\$4000	12	\$800, \$675, \$550, \$425, \$325, \$250, \$225, \$200, \$175, \$150, \$125, \$100
LSS	\$4000	12	\$800, \$700, \$600, \$500, \$350, \$225, \$200, \$175, \$150, \$125, \$100, \$75
DSS	\$4500	10	\$1000, \$850, \$700, \$575, \$450, \$350, \$250, \$150, \$100, \$75
USS	\$4500	10	\$1000, \$850, \$700, \$575, \$450, \$350, \$250, \$150, \$100, \$75
LPS	\$4500	12	\$900, \$800, \$700, \$550, \$00, \$300, \$225, \$175, \$150, \$125, \$100, \$75
4WD	\$5000	12	\$1000, \$850, \$700, \$575, \$475, \$375, \$275, \$200, \$175, \$150, \$125, \$100
2WD	\$5000	12	\$1000, \$850, \$700, \$575, \$475, \$375, \$275, \$200, \$175, \$150, \$125, \$100
PS	\$6000	10	\$1200, \$1000, \$875, \$750, \$625, \$500, \$400, \$300, \$200, \$150
MOD	\$6000	10	\$1200, \$1000, \$875, \$750, \$625, \$500, \$400, \$300, \$200, \$150
State	\$3000	8	\$750, \$650, \$550, \$400, \$300, \$200, \$100, \$50

Payout		2017 OTTPA RAISED PURSE PAYOUT	
Class	Min. Purse	Payout Places	Payout Breakdown
DT26	\$3000	10	\$700, \$550, \$425, \$325, \$250, \$200, \$175, \$150, \$125, \$100
PSS	\$3500	6	\$1200, \$800, \$600, \$400, \$300, \$200
P4x4	\$4000	10	\$900, \$700, \$550, \$450, \$375, \$300, \$250, \$200, \$150, \$125
DT30	\$4500	10	\$1000, \$850, \$700, \$550, \$425, \$300, \$225, \$175, \$150, \$125
LLM	\$4500	10	\$1000, \$850, \$700, \$550, \$425, \$300, \$225, \$175, \$150, \$125
LLP	\$5500	12	\$1200, \$1000, \$800, \$600, \$500, \$375, \$275, \$200, \$175, \$150, \$125, \$100
SF	\$5500	12	\$1200, \$1000, \$800, \$600, \$500, \$375, \$275, \$200, \$175, \$150, \$125, \$100
LSS	\$5500	12	\$1200, \$1000, \$800, \$600, \$500, \$375, \$275, \$200, \$175, \$150, \$125, \$100
DSS	\$6000	12	\$1300, \$1100, \$900, \$700, \$550, \$400, \$300, \$200, \$175, \$150, \$125, \$100
USS	\$6000	12	\$1300, \$1100, \$900, \$700, \$550, \$400, \$300, \$200, \$175, \$150, \$125, \$100
LPS	\$6000	12	\$1300, \$1100, \$900, \$700, \$550, \$400, \$300, \$200, \$175, \$150, \$125, \$100
4WD	\$6500	12	\$1400, \$1200, \$1000, \$800, \$600, \$450, \$300, \$200, \$175, \$150, \$125, \$100
2WD	\$6500	12	\$1400, \$1200, \$1000, \$800, \$600, \$450, \$300, \$200, \$175, \$150, \$125, \$100
PS	\$7000	10	\$1500, \$1200, \$1000, \$900, \$700, \$600, \$500, \$250, \$200, \$150
MOD	\$7000	10	\$1500, \$1200, \$1000, \$900, \$700, \$600, \$500, \$250, \$200, \$150
State	\$3000	8	\$750, \$650, \$550, \$400, \$300, \$200, \$100, \$50

Key for official OTTPA classes

Limited Pro Stock Tractor	LPS
Pro Stock Truck	P4x4
Light Super Stock Tractor	LSS
Super Farm Tractor	SF
Pro Stock Tractor	PS
Diesel Super Stock Tractor	DSS
Unlimited Super Stock Tractor	USS
Modified 4WD Truck	4WD
Modified 2WD Truck	2WD
Modified Tractor	MOD
Pro Stock Semi Truck	PSS
Diesel 4x4 Trucks	DT26

Diesel 4x4 Trucks	DT30
Light Limited Modified Tractors	LLM
Light Limited Pro Stock Tractors	LLP

HOOK FEES

- 1) 1% of minimum purse hook fee + \$10.00 to be paid by each puller for that class.
- 2) 1-time hook fee is \$100 plus entry fee.
- 3) If you are not registered two (2) hours before the starting time of the pull, you will receive one warning and pay a \$50.00 extra hook fee for the day, in addition to the regular hook fee. If you are late after the first warning, you will pay \$100.00 extra hook fee for the day, in addition to the regular hook fee. If you are in the pre-entry program, you need to contact the Clerk two (2) hours before the starting time if you are unable to attend. You need to go to registration and sign in upon arrival at the track.

PRE-ENTRY PROGRAM

- 1) A vehicle registered in the pre-entry program for the 2017 pulling season will receive a \$5 per hook discount.
- 2) If in pre-entry program you do not have to be signed in 2 hours before event. Must call in if not hooking or will forfeit pre-entry for that hook.
- 3) The deadline for registering for the 2017 pre-entry program is a postmark of May 15, 2017
- 4) Refunds

- a) Entry fees will be refunded for all rainout or cancelled events.
- b) If your vehicle breaks and you are unable to return you will be refunded for the events going forward.
- c) At no time during the season will points be removed from vehicle should your vehicle break and you are unable to return.
- d) Any event that you took points for (i.e. using your mulligans) will not be refunded.
- e) If you are in the points race and received a yearend payout, you will not be refunded
- f) Refunds will be paid out sometime in the spring of the following year

SLEDS

- 1) All sleds must be of a mechanical device with rider on sled when it is in operation.
- 2) All sleds also must have workable brakes with a red light that comes on when brake is applied.
- 3) All sleds must be of a rigid design and stay on the ground to prevent excessive bouncing.
- 4) All weight transfer mechanisms and sleds, as a unit, must have passed a safety inspection by the North American Sled Owners Association and/or by OTTPA.
- 5) The sled hitch shall be a centered single design with a pivot design not to exceed 30 degrees or less than 10 degrees.
- 6) The length of the hitch on an official sled shall be 36 inches for minis, 46 inches for truck and tractors (plus or minus 1/2 inch) measured from the point of hitch rearward to the point the chain attaches to the sled.
- 7) The sled point of hitch shall not be more than four (4) inches above ground level.

Note: Hook for the primary hitch to be painted orange and the hook for the secondary hitch to be painted white for indoor pulls only.

HITCH HOLE DIAMETER: 3 INCHES WIDE x 3.75 INCHES LONG

DRAWBARS

Class	Max. Height	Center of Rear Axle
4WD Trucks	26 inches	36% of Wheelbase
2WD Trucks	30 inches	18 inches' minimum
All Tractors and Pro Stock Semi's	20 inches	18 inches' minimum

GENERAL RULES

- 1) Contestants must be 18 years old or at least 16 years old with a parent or guardian consent.
- 2) Contestants must be a member of OTTPA or pay 1-time hook fee.

- 3) Any competitor or any of his crew incapacitated due to intoxicating agent, and/or drugs, his or her pulling vehicle will not compete for the duration of the pull. Obvious or excessive consumption of alcoholic beverages before or during pull will not be tolerated. Contestant shall not consume alcoholic beverages 6 hours prior to the start of that event.
- 4) Anything detrimental to the OTTPA association or board members will be grounds for disqualification.
- 5) Any pulling vehicles left running with operator not in seat will be disqualified.
- 6) Pulling vehicles must be operated in a safe manner at all times within the confines of the track, pits and staging areas. Officials have the right to stop and disqualify any vehicle not being operated in a safe manner.
- 7) All vehicles must pass a safety inspection.
- 8) Driver must remain seated during pull.
- 9) Driver must have complete control of the vehicle at all times.
- 10) Use of profanity or threats by any puller or member of his pit crew toward any official, promoter or sponsor of a pull shall be cause for suspension of said puller and vehicle for a period of one (1) year and ten (10) days from date of occurrence. In addition, loss of points and any end of season money and/or award.
- 11) Rules meeting held in November each year, all new rules will be enforced January 1st.

Registration

- 1) No class jumping allowed.
- 2) If you are not registered two (2) hours before the starting time of the pull, you will receive one warning and pay a \$50.00 extra hook fee for the day, in addition to the regular hook fee. If you are late after the first warning, you will pay \$100.00 extra hook fee for the day, in addition to the regular hook fee. If you are in the pre-entry program, you need to contact the Clerk two (2) hours before the starting time if you are unable to attend. You need to go to registration and sign in upon arrival at the track.
- 3) If you are not registered before your class starts you cannot pull that day.
- 4) All pullers will have a drawn number to determine what position they will pull in, unless pre-entered and have numbers drawn for you ahead of entry time.
- 5) If you have pre-entered a pull and you are not there a number will be drawn for you and you will be obligated to use the number drawn.
- 6) Contestants must pull at position drawn within three (3) minutes of time sled is in readiness; any delay will mean disqualification. An official may drop a contestant having mechanical problems to a later position.
- 7) All contestants must weigh at the scale provided by the sponsoring organization and must abide by weights shown on those scales. All fuel and liquid tanks must be full and safety equipment (i.e. fire suit & helmet) must be on board before crossing the scales. No air may be added to tires or air suspensions after crossing the scale. Reweight of vehicle will be at the discrimination of the official.
- 8) Not more than 200 pounds moved from the rear to the front without rechecking draw bar.

Track Set-up

- 1) All officially sanctioned contests must have available a pulling dirt track with 100 ft. shutdown not to exceed 300 feet, and not be less than 30 feet wide.
- 2) Spectators must be kept 35 feet or more from the track without a barrier or 15 feet with a barrier.
- 3) Track chalk line will be set at a minimum of 320 feet up to maximum of area allowed.

On-Track

- 1) If a senior track official feels that a vehicle is unsafe, he has the right not to allow the vehicle to hook.
- 2) All vehicles are required to drive into position on the track under their own power and leave the track under their own power at the discretion of officials.
- 3) No riders on pulling vehicles.
- 4) All vehicles must be in neutral or park (transmission selector) while being hitched and unhitched to the sled.
- 5) No portion of the vehicle or weights shall interfere with the sled, chain, or hook during pull or while being hooked or unhooked from the sled.
- 6) All pulls must start with a tight hitch. No jerking allowed. All vehicles will have a workable reverse, but can be manually rolled to or from the sled in case of mechanical failure only.

- 7) Vehicle must be stopped immediately upon signal from flagman, or stopped by sled. The pull shall be considered over where the forward motion stops, with no re-pull allowed if stopped by sled.
- 8) All pull distances will be measured and the point of measure will be the front edge of the sled or reflector for the laser.
- 9) Contestants will be allowed a second pull if the first pull does not exceed 100 feet on courses 226-300 feet. (If the driver attempts to stop within these distances, but goes past to avoid being bumped by the sled, he will be allowed a re-pull.)
- 10) Contestants may have sled spotted on starting line wherever he or she desires if he or she notifies the officials in sufficient time to have the sled spotted in said location as the sled is returning to the starting line from the previous pull. If preceding contestant moves the sled any measurable amount, the next contestant may have the sled relocated prior to his first attempt.
- 11) The contestant who draws the lowest number will be the test puller with the following options:
 - a) Take the hook
 - b) Drop the hook and pull immediately
 - c) Drop six (6) places and re-hook, no dropping to last.
 - d) While unhooking from the sled, contestant must confirm to the official that he is accepting or declining that pull. If the puller does not confirm, the hook will be considered automatically official.
- 12) If weight machine (sled) needs further adjustment (reset) the following will happen:
 - a) Test puller may re-hook immediately or drop six (6) places and re-hook (if more than one contestant has made a hook before adjustment (reset sled) they will follow test puller in the same numerical order as before the sled was reset.
 - b) The next contestant that hooks to the sled after reset will start the class and be measured.
NO MORE TEST HOOKS.
- 13) In a pull off there can be a floating finish, the contestants must pull as far as they can and each will be measured.
- 14) A maximum of 350 for a pull off line, depending on location when over 350 one of these two will take place.
 - a) Pull off maximum of 350 is considered a full pull.
 - b) Depending on location when over 350 sled will reweight or have a pull off.
- 15) The sled should be re-weighted before the fourth vehicle pulls—or at the discretion of the sled operator and track officials. The sled cannot be lightened if the test puller finishes within 20 feet of a full pull.
- 16) If the sled would break down during a class and cannot be repaired within reasonable time, the class will be pulled over starting with the number one puller.
- 17) Once the class has been started, it cannot be stopped except in the case of mechanical difficulties with the sled.
- 18) If the vehicle goes out of bounds, which is marked by the chalk mark (regardless of distance) the vehicle will be disqualified unless vehicle has first hook option.
- 19) Any weights or safety equipment lost while hooked to the sled will be cause for disqualification.
- 20) No liquid weight allowed.
- 21) Excessive loss of liquid by a vehicle while in forward motion during a contest will be cause for disqualification, unless due to internal breakage. All discharge tubes must vent outside the frame rails in track of rear tires or into a container.
- 22) No one is allowed on the track except for track officials and contestants when the vehicle is under the green flag; track is defined as the area within 35 feet in any direction of contest course boundaries, including staging area at the start end and the run-off area at the finish end of the track.
- 23) At all times during competition (from the time session starts until it is over), there will be limited access to the track area at the discretion of the track officials.
- 24) No alcohol allowed on track during the pull.
- 25) When the same driver is driving two or more different vehicles in the same class and they draw back to back numbers, the second vehicle will automatically be moved back one position. This rule does not apply when you draw last and second to last numbers. This rule will be in effect all of 2017 season, you cannot pick and choose when you use the rule when you can and cannot use it.

Support Vehicles Allowed

- 1) Support vehicles (such as ATV's, golf carts, Mules, Gators, Jeeps, etc.) are to be used as support vehicles only (for towing or carrying fuel, batteries, etc.). Misuse of support vehicles before, during and after the event will not be tolerated,
- 2) All support vehicles must be parked 1 hour after the conclusion of each evening session at all events.
- 3) Proof of insurance must be supplied to the entry clerk and a colored decal placed on the support vehicle. Entry Clerk to supply the decal.

Fuels & Water

- 1) Anyone found to be using nitro or nitrous oxide will be barred permanently.
- 2) Usable fuels -VP Racing Fuel and Water only for all classes—absolutely no additives— (except top lube).
- 3) Any infraction shall be cause for suspension of said puller and vehicle for the period of one (1) year and ten (10) days from date of occurrence. Moreover, loss of points and any end of season money and/or award.
- 4) VP Fuel and Water is the only fuel allowed with all vehicles in all classes. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. All vehicles must display 2 VP Racing Fuels decals. One on each side of every vehicle.
- 5) No computers allowed that automatically control any mechanical operation of the competing engine, clutch or vehicle except for water injection. No electronic fuel injectors or metering devices will be allowed. Except Diesel 4x4 that have factory computer.

Safety

- 1) A minimum of a two (2) pound ABC with gauge dry chemical fire extinguisher secured to the vehicle and convenient to the driver is mandatory.
- 2) All contestants must wear a dot-approved full faced helmet rated at least or must be SFI spec 41.2. No moto-cross helmets allowed. All helmets must be 2000 and newer. No modification or alteration of the helmet is allowed. All chin straps must be fastened. Helmets with flame retardant linings and a flame retardant neck skirt are allowed. If you use a helmet with both flame retardant lining and neck skirt, no head sock is required.
- 3) All contestants must wear fire suits that meet the following requirements:
 - a) Must be a minimum of SFI 3.2A1 driving suit. Drivers who compete in flip top body styles that do not have complete fire walls must wear a SFI 3.2A5 protective clothing.
 - b) All drivers are required to wear full fire protection including full faces helmets with shield, fire gloves, fire shoes and certified SFI fire suits according to body type specifications. Head sock if helmet does not have flame resistant lining and neck skirt.
 - c) Contestants must wear 1 or 2-piece fire retardant suit. All drivers in all divisions that require helmets will be required to wear a full 360-degree neck collar meeting SFI spec 3.1 or a Han's device.
 - d) Helmets need to be hooked, not to be taken off without unhooking them, if seen a DQ will take place.
- 4) All injection or butterfly shafts of blown engines must have dual return-to-idle arms and springs.
- 5) All pulling vehicles must have an automatic ignition kill switch/or air shut off. All ignition engines must have a kill switch in working order within easy reach of the driver.
- 6) All fuel injected ignition engines must have a fuel shut off valve control within easy reach of the driver. The breakaway switches will have attached to them a minimum of a two (2) inch diameter ring that is 1/8-inch-thick solid to be located approximately 2 to 4 feet above drawbar. No plastic trailer brake switches allowed.
- 7) All automotive engines equipped with a non S.F.I. approved harmonic balancer shall be shrouded with ¼ x 1-inch steel no more than one (1) inch away in direction of rotation, 360 degrees, to be securely fastened with a minimum of two (2) ears that are ¼ inch thick and 1-inch-wide, each extending one (1) inch in front of the hub. A bolt in the crankshaft to hold dampener puller is required. All balancers or steel hubs required to have a retainer to restrict forward movement more than ½ inch to keep balancer from coming off the crank.
- 8) A deflection shield is required on both sides of all engines. Shield must extend the complete length of block casting and be securely fastened. Shield to be made of aluminum or steel a minimum of .060 thickness or safety blanket material. Shielding on all engines must extend from base of head or the uppermost point of piston travel to two (2) inches below bottom center of crankshaft throw and be securely fastened.
- 9) Tractor inner side shields. All inline engines are required to have an additional side shield consisting of .125 (1/8) steel or titanium or .250 (1/4) inch thick aluminum inside of the current .060-inch steel or aluminum side shields with

a minimum of ½ inch air gap. The shield is independent of the current side shield and must be attached to the chassis (frame) with a minimum of 5/16 fasteners at both ends and the center on the bottom or suspended a minimum of 3 inches below the top of the frame rail and to the engine block at both ends bolted solid to the bolt if suspended or with a length of 5/16 chain if fastened at bottom at deck height on the top. This shield must extend from the bottom of the head to the centerline of the crankshaft and extend the full length of the block on each side of the engine.

- 10) Any vehicle running planetary rear-end must enclose entire driveline in a minimum of 1/4-inch steel or aluminum mounted to the frame with adequate bracing.
- 11) All competing vehicles must be equipped with working rear wheel brakes, except four-wheel drive trucks, which must have working front wheel brakes. All driveline brakes must have 3/8-inch steel, 360 degrees around brake components, and both ends must be closed with 1/8-inch steel or greater.
- 12) Vehicle must have tow hitch on front of vehicle. It can extend no more than six (6) inches ahead of the farthest front portion of the vehicle. It will not be counted when measuring length of vehicle. It must have a three (3) inch diameter hole, positioned horizontally. It must be strong enough to push, carry or pull the vehicle at its heaviest weight. It is to be used only for pushing, carrying or pulling the vehicle.
- 13) All vehicles to have a primary independent mounted hitch of significant strength to retain the vehicle. The hitch itself is to be painted orange. Directly below the primary hitch with an eight (8) inch minimum separation will be the secondary hitch, painted white. (Mandatory at indoor events)
- 14) Drawbar must be equipped with a steel hitching device not more than 1 1/2 inch by 1 1/2 inch square (1 ½ inch round stock); nor less than one (1) inch by one (1) inch square (1 1/8 inch round stock) and with an oblong hole maximum of 3 inches wide by 3 3/4 inches long.
- 15) Primary hitch must be secured to vehicle frame and rigid in all directions. No cables or chains allowed in hitch mounting. Any movement of hitch up or down will not be allowed.
- 16) Pulling point must be within 1 1/2 inches from back edge of hitch and no less than one (1) inches.
- 17) All throttles must be self-returning to the idle position when released. Foot throttles are required to have a toe strap.
- 18) All supercharger drive components must conform to SEMA specifications. All superchargers shall have a workable pop-off valve or aluminum studs, and adequate restrains that are SFI certified with legible dates to prevent blower lift off. All centrifugal blowers must have an adequate shield of ½ aluminum or 3/16 steel. All supercharger burst panels must be deflected upward or downward.
- 19) The use of torque converters, automatic shifts, etc. Will be allowed during pull. All vehicles with automatics must have reverse lockout. All vehicles shall be equipped with a neutral start switch, meaning the engine will start only when transmission is in neutral or park.
- 20) Mechanical clutch equipped vehicles must have a SEMA approved explosion-proof bell housing and a “block saver” steel or aluminum plate between the engine and bell housing.
- 21) Fully automatic transmission vehicles must have SEMA approved safety blankets covering not only body of transmission but also complete bell-housing portion. Lenco transmissions are required to have approved explosion blanket.
- 22) Blankets must be in good condition with SFI date legible and within a 5-year date, or must be recertified by manufacture of blanket, or replaced.
- 23) All rules will be enforced by the technical personnel on site referred to as “Technical committee”. The technical committee, which is headed by the Tech Director of the Association, will strictly enforce all rules set up by the OTTPA and has the authority to disqualify any contestant if he is not meeting OTTPA specifications prior to hooking to the sled.
- 24) Violation of any rule shall constitute a disqualification.
- 25) In the event of disputes, infractions, clarification, all decisions rendered by tech officials will be final.
- 26) Seat belts are required and must be worn when vehicle is pulling.
- 27) All competition vehicles (modified tractors are exempt) must have a complete firewall ½ inch thick with no holes except for controls. Holes not to exceed inch larger than the controls

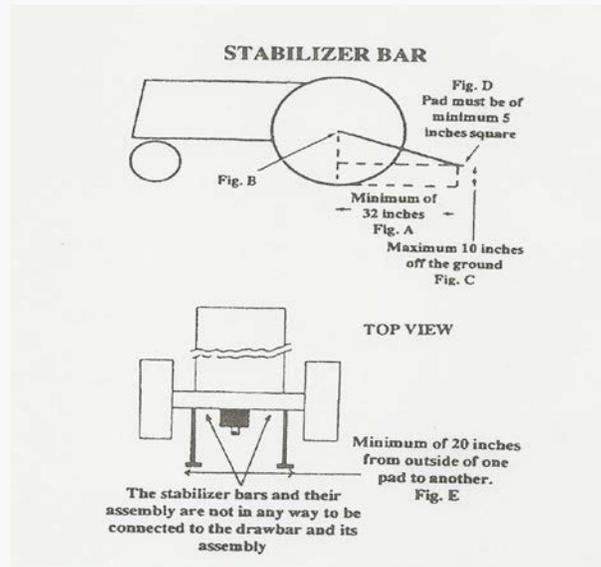
Protests

- 1) All protests must be made before prize money is handed out.
 - a) Protest fee is \$50.00 for any rule except head and engine check.

- b) If the protested vehicle is found to be illegal, all prize money for that pull and points for the year are lost and the protestor is returned his protest fee.
 - c) If the protested vehicle is found to be legal, he (the protested vehicle) keeps the protest fee and all prize money, if any is involved.
- 2) To protest engine size a \$1500.00 protest fee is required for a pump and/or tear down of the engine.
- a) Protests that require the removal of the head (check head legality-cubic inch protest) from the engine are \$1500.00 in cash.
 - b) The protest must be done in writing and signed by the class member that is protesting.
 - c) If found legal, the person being protested will receive \$1300.00 and \$200.00 will go to OTTPA Tech.

Stabilizer Bars Tractors

- 1) Stabilizer bars are required (no wheels allowed).
- 2) The drawbar and drawbar assembly will not in any way be attached to the stabilizer bar assembly. The stabilizer bar must extend a minimum of 32 inches behind a line (Fig. A) drawn from the center of the wheel (Fig. B) to the ground. Pad must not be more than 10 inches off the ground (Fig. C) at 32-inch point and to be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches square (Fig. D), with a minimum of 20 inches allowed from the outside of one pad to the other (Fig. E).



- 3) No crossbars between stabilizer bars allowed behind point of hook.
- 4) All tractors, in addition to stabilizer bars, must have a brace that extends vertically 12" from the rear most tip of skid pads. There must be a support brace extending inward to frame, axle or top of stabilizer bar arms. Material used must be of minimum strength of materials used for stabilizer bars. Design and materials must withstand severe impact of sled.
- 5) Vertical brace should extend rearward a minimum of 2" from radius of rear tire.
- 6) Tractor skid plates for front axle are required specifications are:
 - a) A skid plate 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 to the frame rail material).
 - b) Skid plate surface to be a minimum of 4 inches wide and 12 inches long with a minimum of a 6-inch curve when measured from the front most part of the rolled edge.
- 7) Front axle support to be made of 2-inch x .095 chrome moly steel tubing or same material as tractor frame rails. Front axle support should be connected to each frame rail in line and extend towards front of tractor. Front axle skid support should have a radius to prevent digging into track. Front axle support should be strong enough to support the front end weight of tractor. Support should be a minimum ground clearance of 4 inches and a maximum of 6 inches.

8) On modified tractors where the hitch and wheelie bars are connected to the same frame, the wheelie bars must be fastened at least 4" ahead of the hitch.

Two Wheel Drive Trucks

All Two Wheel Drive Trucks must have stabilizer bars (no wheels allowed). Stabilizer bar length must be a minimum of 2" back from the furthest point of the tire with a 5" square pad on the bottom maximum 6" high if within tire track or 10" high if not within tire track.

Supercharger/Turbocharger

- 1) All turbochargers not under hood must be completely shrouded, except for inlet and exhaust pipes, with steel 0.060" or thicker. Turbochargers under fiberglass hoods must be completely shrouded with 0.060" metal under the area of the fiberglass, except for inlet and exhaust pipes. All turbos facing sideways (i.e. towards the crowd) are to have .060 metal in front of the turbo wheel to prevent the wheel from escaping.
- 2) All blower burst panels must discharge straight up or down.
- 3) No chain type couplers allowed for engine drive line connection.
- 4) No titanium wheels in any turbo chargers allowed in any class.

TRUCK GENERAL RULES

Any owner that is found illegal by tech and knows he is legal may prove himself by tearing down. When any vehicle is found illegal on cubic inch, the vehicle and owner will be suspended for 1 year and ten (10) days and will lose his points for the entire season.

Drawbar/Hitch

- 1) Drawbar height or distance from center of rear axle cannot change during the pull.
- 2) Hitch point to rear axle centerline must be a minimum of 36% of wheelbase for pro stock and modified.
- 3) Primary hitch must be secure to the vehicle frame and rigid in all directions. Hitch stem may be any length, as long as point of hook is not over 36% of wheel base, maximum distance cannot change during hook.
- 4) Hitch stem angle must not exceed 25 degrees measured on the stem with angel finder. Main stem must be straight from point of hook to pivot point (on same plane)
- 5) Adjuster going to rear end must be attached on center line or lower.
- 6) Hitch adjuster support (turnbuckle sear) must be vertical.
- 7) Hitch adjuster must be located no more than 6 inches from point of hook.
- 8) Hitch height cannot exceed 26 inches from point of hook to ground or track.
- 9) Hitch cannot pull from rear end.
- 10) Vehicles must have vertical bumpers at the rearmost point of the vehicle. Bottom of bumper to be a minimum of 18 inches from the ground. Bumper to extend a minimum of eight (8) inches vertically. Must be rigid.
- 11) An area five (5) inches wide and twelve (12) inches high immediately above the drawbar must be free of all obstruction (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking.
- 12) No L-shaped drawbars or trick hitches, which will be enforced by putting a straight edge from the point of the hook to the center of the pivot point.
- 13) If body extends more than twelve (12) inches behind point of hook, the open area must be eighteen (18) inches above the drawbar and 24 inches wide at rear most point of body.

Driveline/Drive Shielding

- 1) Vehicle must have three (3) round metal loops per drive shaft.
- 2) 360-degree loop must be a minimum of 3/8-inch aluminum or 5/16-inch steel, 3/4-inch-wide (or wider) and not more than 2 inches from the shaft in any direction.
- 3) End loops to be placed no farther than six (6) inches from universal covers, with third loop in center of shaft.
- 4) Must use a solid tube (3/8-inch aluminum or 5/16-inch steel) to meet the above requirements.
- 5) If planetary reductions at wheel are used, the following drive shaft shielding criteria will apply.
 - a) No cast metal.
 - b) All remaining drive train, excluding additional manual transmissions, must be enclosed in 5/16-inch minimum steel or 3/8-inch aluminum, round, inside diameter not to exceed two (2) inches more than the

outside diameter of the largest universal joint, fastened every six (6) inches or closer, with 3/8 inch or larger bolts, grade #5 or butt and seam welded and securely mounted to vehicle's frame. Applies to all vehicles with exposed drive shaft. No more than ¼ inch of the end of driveline shall be visible with driveline shielding in place.

c) Drive shafts between engine and transfer case must have solid shielding a minimum of 3/8-inch aluminum or 5/16-inch steel.

d) Vehicle must have 360-degree metal shield around the universal joints, 3/8-inch aluminum or 5/16-inch steel, minimum width six (6) inches. Joint should not be visible from side, top or bottom.

e) May use solid tube (3/8-inch aluminum or 5/16-inch steel) to meet the above requirements.

6) No Counter balances permitted in driveline.

7) No cam type rear-ends. All rear ends must be welded or bolted solid to the frame with a minimum of 3 bolts per side.

NOTE: If a split design is used, mount as in Rule 5b above.

Body/Doors

1) All side doors must be on and closed during competition. Vehicle doors must have a single latch design, allowing the door to be opened from both the inside and the outside.

2) Front and back safety glass or Plexiglas required.

3) Flip-top-body type vehicles and vehicles that do not have two (2) working doors or less than stock size window openings; must have door glass lowered or removed while under green flag and must have an escape hatch with a minimum size of 17 inches X 18 inches. Working left hand door RECOMMENDED for safety issues.

4) Vehicles that do not have working doors must carry an onboard fire system with a minimum of three (3) nozzles located within the driver's compartment/engine compartment. And drivers must wear SFI 3.2A5 protective fire suits.

5) May compete without: bumpers, tailgates, van rear doors for greater hook point visibility.

6) Truck bodies may be a fiberglass complete body or components.

7) Vehicle box must have a floor or bed cover.

8) Tinted or shaded windows hindering driver's vision out the front or back will not be allowed.

9) Flip-top or funny car type vehicles must have body in lowered position before vehicle may be moved under its own power.

10) Flip-top bodies must have a safety lock to hold up the body.

11) Body may be raised to start engine and may stay raised while engine is running as long as vehicle is not in motion.

NOTE: Escape hatch will not be counted as a working door

Operator's compartment

1) No fuel tanks, fuel pressure gauges, fuel pumps and/or fuel lines are allowed in the operator's compartment.

2) If the fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's seat. (0.060-inch aluminum or steel is an acceptable fire barrier material.)

3) No radiator, heat exchanger and/or water hoses allowed inside the operator's compartment.

4) If a battery is inside the operator's compartment, it must be safely enclosed and securely fastened

Weights/Wheels

1) All weights must be securely attached to vehicle. Loose ballast (sandbags, rocks, unattached metal, etc.) not allowed.

2) No dual wheels, chains or studded tires allowed. All tires must have rubber or rubber compound contact between tire and pulling surface.

3) Axle and hub bolt shield required, except where planetary final drives are used.

4) Shield must be at least 0.060 inches thick.

5) Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.

6) Mounting shield cannot be mounted to axle end or hub bolts.

7) A hole may be installed in center of front shield so a lock can be operated, so long as hub end or axle bolts are covered.

Engine

- 1) All pulling vehicles must be required to have a steel plate or billet flywheel. The flywheel must be made of steel with the following mechanical properties: tensile strength of 60,000 PSI and yield strength of 40,000 PSI. Any aluminum or magnesium flywheel that meets or exceeds SFI specs will be acceptable. Clutch papers must be on file in the office and must be produced upon demand. SFI approved—new papers are due each year.
- 2) Any truck with engine-driven fan blade is required to have a fan shroud of 1/16-inch minimum steel, 360 degrees around the blade. Shroud shall be no more than one (1) inch from radiator core and one (1) inch past rear blade.
- 3) All exhausts must discharge vertically or underneath and straight back.
- 4) Only one (1) automotive type engine per vehicle.

PRO STOCK 4WD TRUCK (P4x4)

Weights and Wheels

- 1) Tires must be street legal. No tread alterations—no larger than 33 x 12.50 x 16 or 305 x 16 only DOT approved with factory stamp. The size must be displayed on the tire.
- 2) Solid rear suspension allowed.
- 3) Any rear-end housing size is permitted. Maximum of one-ton front-end housing allowed. No air lockers or electronic locking devices. The width of the housings is to be similar to the width of the factory housings.
- 4) Weights/weight bar must not extend forward more than sixty (60) inches from the centerline of front axle

Engine

- 1) Engine must be the same make as vehicle. Engine must be in stock location. May only run cast iron blocks with any cast iron heads or aluminum type heads that are NHRA pro stock legal with wedge shaped combustion chambers, no hemi type chamber (can have spark plug in middle through valve cover), OEM or after market. Any internal engine modification allowed.
- 2) Cast iron and cast aluminum single 4-barrel manifold required. No sheet metal intakes, tunnel rams or any infection.
- 3) A 1% variance to the engine limit of 485 cubic inches.
- 4) Maximum engine bore spacing of 4.9 inch.
- 5) No split carburetors allowed. One piece carburetors only.
- 6) No electronic timing devices. Hood scoops facing forward will be fully enclosed with hood cut out under scoop only and rear facing scoops may be open.

Body/Chassis

- 1) All body components must retain original location on stock frame and factory production.
- 2) Vehicle must retain original wheelbase plus or minus ½ inch and stock appearance.
- 3) Hood scoops may have rear facing opening.

Hitch

- 1) Secondary safety hitch required, to be painted white.
- 2) Same hitch rule as Mod 4WD. Maximum hitch angle not to exceed 20 degrees.
- 3) Any nonmember or puller that doesn't conform to rules shall lose 2 inches of hitch height. Or 200 pounds of weight by their choice.

Transmission

- 1) Aftermarket transmission and transfer case allowed.

Fuel & Water

- 1) Alcohol fuels are not allowed.
- 2) VP Fuel and water only with all vehicles. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. Each vehicle must display 2 VP Racing Fuels decals one on each side.

Member must attend at least 50% of the hooks to submit a rule change request.

DIESEL 4X4 TRUCKS (D4x4) 3.0

Driver Restraint System: The OEM restraint system is mandatory and must be worn.

Brakes: Four-wheel hydraulic brakes are mandatory.

Body/Chassis

- 1) The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal, after market hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled.
- 2) The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc. are prohibited.
- 3) The complete OEM firewall and floor pan is mandatory.
- 4) Must have tonto cover and tailgate if bed floor is removed.
- 5) No sheet metal in tanks allowed.

Drawbar/Hitch

- 1) Hook point must be no closer than 44 inches of centerline of rear axle.
- 2) Hitch height maximum of 26 inches with a minimum of 3.75-inch-long by 3-inch-wide opening.
- 3) Hitch point must be easily accessed, no trick type hitches permitted.
- 4) Hitches must be stationary in all directions and must be frame mounted.
- 5) Hitch must be mounted center line of the rear axle or behind.
- 6) Hitch must not exceed a maximum of 25-degree angle from pivot point to hook point.
- 7) Hitch pivot point is allowed to be above frame rail.

Wheels/Weights

- 1) 7,500 minimum weight – 8,000 lbs. maximum weight.
- 2) Ballast is permitted. Front hanging weight are allowed, not to exceed 60 inches forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly. Ballast may be added in bed of the truck.
- 3) The tires must be DOT street tires. Maximum size of a 35 inch 12.50 or metric equivalent allowed. Cut tires are prohibited. 102-inch maximum outside tire to outside tire. Rear duals are allowed.
- 4) Wheelbase: Maximum wheel base if 158 inches. Rear dual wheels allowed.

Transmission/Drive shaft

- 1). Open drive line from flywheel back. Any transmission or transfer case allowed.
- 2) All trucks must have at least six-inch-wide u-joint shields around the rear u-joint constructed of at least ¼ inch steel or a 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. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft. Recommend that all u-joints be covered and drive shafts have the 3 additional hanger loop as specified in the truck general rules.

Engine

- 1) The engine is limited to a stock appearing engine, which can be interchanged between Dodge, Ford, Chevy, etc. as long as they came in a one ton or smaller pickup from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. Aftermarket intake manifolds are allowed.
- 2) Radiators must be in the stock location and be at least stock size.
- 3) Turbocharger: The vehicle is limited to a 3-inch slick bore without map ring. All provisions allowing the air into the wheel other than via bore is prohibited. The vehicle driver will be responsible for making compressor wheel accessible for tech personnel to measure bore. No removable plugs or reducers allowed to reduce to legal spec.
- 4) Water Injection: Water injection is prohibited. All water injection system components must be removed from the truck.
- 5) Intercoolers: Ice water intercoolers are allowed.
- 6) Exhaust: All vehicles must be equipped to direct exhaust upward. Two 3/8-inch diameter bolts must be placed through the exhaust piper in a cross pattern one inch of each other, within 12 inches of the turbo.
- 7) Fire Extinguisher System: A fire extinguisher system is permitted.

Fuel & Water

1) VP Fuel and Water only with all vehicles. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. Each vehicle must display 2 VP Racing Fuels decals one on each side.

2) Fuel Injection Pump is limited to a stock appearing, OEM engine model specific pump only. The use of multiple high pressure common rail fuel pumps is legal. Power stroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. P7100 pumps are allowed to run RSV (ag governors).

3) Racing fuel cells are permitted.

Steering and Suspension

1) Steering:-Aftermarket steering is allowed.

2) Suspension, Front: The upper mounting point for strut assemblies must be in factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie bars, sway bars, and limited straps are permitted. Traction bars and devices are permitted. Final decisions rest with the tech officials.

3) Suspension, Rear: Welded rear end suspension allowed.

Transmission,

1) Rear axle bolts must be covered by cap or shield.

2) Automatic: Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non OEM floor mounted automatic transmission shifter must be equipped with a spring loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high pressure type hose. All vehicles using an automatic transmission must be equipped with a transmission shield meeting SFI spec 4.1 and must be labeled accordingly. A blanket type shield is permitted and must be appropriately labeled as meeting SFI spec 4.1. It must extend from the rear of the block to the front of transmission main body and the bell housing area is to be completely covered with a six-inch overlap where it is fastened. All non-blanket type shields must incorporate two (or one, per manufacturer's instructions) 3/4 inch by 1/8 inch straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI spec 4.1 All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI spec 29.1 and covered by a flex plate shield meeting FIT spec 30.1.

3) Manual: Aftermarket internal components are permitted. A clutch with minimum SFI spec 1.1 or 1.2 is mandatory on all vehicles. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles equipped with a manual transmission must have a flywheel shield labeled as meeting SFI spec .3 or greater. Application for which an SFI spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers that bell housing. It must be attached to the block and extend rearward to the transmission with a minimum six-inch overlap where it is fastened.

DIESEL 4X4 TRUCKS (D4x4) 2.6

1)Maximum weight 8000#

2)OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, and tube chassis are prohibited. Must retain factory OEM wheelbase for make and model of body, not to exceed 172 inches.

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)Complete engine must have stock appearance except where otherwise noted in these rules. Maximum engine size will be 460ci. Engine must be in OEM location for the body used. Engine must have a 3/8 diameter cable surrounding the engine block. Cable is to be positioned between #1 and #2 cylinders and is to pass through manifolds. Cable will have 4-6 inches of slack. Two cable clamps at cable splice are required

- 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. No individual intake runner manifolds. Head must retain factory OEM valve angle. No deck plates permitted.
- 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. 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 wheel.
- 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# fire extinguisher must be securely mounted within reach of driver. A complete OEM firewall is required.
- 12)All drivers must have valid driver license and full SFI fire suit, shoes, gloves, head sock, neck collar and full face 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 (See fuels page for specs) No propane or N02 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 35x12.50. 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 come 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 cooling device allowed for intercooler. No ice boxes.
- 28) No passengers.

29) VP Fuel and water only with all vehicles. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. Each vehicle must display 2 VP Racing Fuels decals one on each side.

PRO STOCK SEMI TRUCK (PSS)

Wheels/Weights/Tires

- 1) Maximum weight permitted (including driver) is 20,000 pounds.
- 2) 250-inch maximum wheelbase.
- 3) 102-inch maximum width.
- 4) Weights cannot extend rearward more than 51 inches from center of rear axle. Weights cannot extend more than 24 inches from the stock manufactured farthest point forward of the vehicle.
- 5) All tires must be road-use approved tires available to the public. Dual wheels and dual tires must be used on the rear axles. No cutting of tires permitted. Maximum tire size limited to: 11.24.5 x 8.25, 11 x 22.5 x 8.25. No split rim or wedge lug type wheel allowed.
- 6) Only tandem axle semi-trucks will be permitted to compete. No front wheel drive allowed. No single axle trucks. No dump trucks. No specialty trucks (well-drilling, wreckers, boom trucks, etc.)
- 7) Rear axle must be rigid to the frame in all directions. Axle must not move from main frame of truck. If tires on rear axle lose contact with the ground while hooked to the sled, this is grounds for disqualification.

Engine

- 1) Vehicle must be stock appearance for that year, model and make of truck.
- 2) Engine must be 12 inches within stock location
- 3) Engine limited to 1000 cubic inch maximum.
- 4) Fans must be fiberglass bladed. A complete 360-degree shroud must encircle the fan and be securely fastened. A heavy fiberglass shroud is recommended.
- 5) One production available commercial truck engine only will be permitted.
- 6) OEM cylinder head for same model and series engine required
- 7) OEM exhaust manifold for same model and series engine required with 3-inch maximum adapter plate to match turbo to exhaust manifold. No inner/after coolers.
- 8) All exhaust systems must discharge vertically through the hood or behind the cab with cross bolts in the horizontal portion of the exhaust system.

Body/Chassis

- 1) All trucks will have 360 degrees 5/16th inch thick metal shield around universal joints. Any drive shaft over 50 inches must have safety loops.
- 2) Foot throttles must have a toe strap and a positive two-way mechanical linkage.
- 3) All batteries must be mounted outside of cab and be securely fastened in place.
- 4) All vehicles must have working brakes on all rear wheels.
- 5) Vehicle must have firewall.
- 6) Air bags or air springs and/or all mechanical lift mechanisms on front steering axles are not permitted.

Hitch

- 1) Trucks must have a frame mounted hitch assembly. Hitch can have no connection to the rear axle or bumper assembly. Hitch can be no shorter than 34 inches, measured from the center of rear axle to the hook point, and no longer than 30 percent of wheelbase. Maximum hitch height is 18 inches.

Turbo

- 1) One turbo, any size.
- 2) Must have air shut-off on turbo.

Fuel & Water

- 1) Any size injection pump.
- 2) No electronic fuel systems.

3) VP Fuel and water only with all vehicles. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. Each vehicle must display 2 VP Racing Fuels decals one on each side.

MODIFIED 4WD TRUCKS (4WD)

- 1) Vehicles in this class must be 4 Wheel Drive
- 2) All pulling vehicles must have an automatic ignition kill switch/or air shut off. All ignition engines must have a kill switch in working order within easy reach of the driver.
- 3) No electronic traction control devices such as MSD digital, Davis Electronics or power grid will be allowed.
- 4) No electronic fuel injector or metering devices allowed such as timing retards or fuel lean out all must be triggered manually by the driver as the vehicle pulls.
- 5) Wiring and components must be readily visible for inspection.

Body/Chassis

- 1) Vehicle must have hood, grille & fenders in place as intended by manufacturer.
- 2) Vehicle body style must be or have been available from a dealer as mass-produced. Fiberglass replicas will be allowed.
- 3) Vehicle must maintain original appearance.
- 4) Vehicle appearance:
 - a) No bare chassis or flat beds permitted.
 - b) Must have metal frame.
 - c) Non-metal floor allowed in bed.
 - d) Mandatory windshield but can be removed in foggy conditions at time of pull.
 - e) Fiberglass hood scoops, spoilers, fender flares are allowed. NOTE: Contact the OTTPA Board for Variance
- 5) No onboard compressors or controls that can change the suspension. Single fill point for all air suspensions.

Drawbars/Hitch

- 1) Primary hitch must be secure to vehicle frame in all directions, Hitch stem may be any length, as long as point of hook is not over 36% of wheel base, maximum distance cannot change during hook.
- 2) Hitch point to rear axles centerline must be a minimum of 36% of wheelbase. This distance cannot change during the pull.
- 3) Hitch stem angle must not exceed 25 degrees measured on the stem w/angle finder. Main stem must be straight from point of hook to pivot point. (On the same plane).
- 4) No part of hitch can be attached or come into contact w/ rear axle during pull except the Stem adjuster.
- 5) Hitch adjuster must not locate more than 6 inches from point of hook.
- 6) Hitch height cannot exceed 26 inches from point of hook to ground or track.
- 7) No "L" shaped drawbars.
- 8) No drawbar angle greater than the angle of the sled chain. Acceptable angle is 0 degree to a maximum of 25 degrees. This will be measured by the angle of a straight edge from the point of hook to the center of the pivot point.
- 9) All turn buckles that control drawbar height from BELOW the drawbar must be vertical or angle FORWARD from the attachment point on the drawbar to axle housing. Attachment point on axle cannot be above centerline of axle housing.
- 10) All turn buckles that control drawbar height from ABOVE the drawbar must be vertical or angle BACKWARD from attachment point on drawbar to frame.
- 11) Maximum hitch height shall be 26 inches. This maximum cannot change during pull.
- 12) Drawbar to be made of steel, minimum of two (2) square inches' total material at any point. This will include the area of the pin with pin removes. Pins will be minimum of 7/8-inch diameter. Drawbar must be equipped with steel hitching device constructed of not more than 1 ½ inch square nor less 1 inch square (1 1/8 inch round stock) with an oblong shaped hole of 3 ¾ inch long by 3 inch wide.
- 13) No cam type rear ends. All rear ends must be welded or bolted by a minimum of 3 bolts per side solid with a minimum of 3 5/8 grade 5 bolts per side to the frame.

Engine

NOTE: Automotive engine is any engine or its replica available in a passenger car. A maximum of eight (8) cylinders. A replica, to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted.

- 1) Must have a 3-point engine mount and a support saddle for the rear of the transmission.
- 2) Engines must be naturally aspirated only.
- 3) Engine must be in stock location, which is defined as being within engine compartment as manufactured, behind stock grille and in front of stock firewall.
- 4) Vehicle may run without radiator, engine may be moved forward, but engine must stay behind the grille, except for high performance type starters and accessories with crankshaft.
- 5) Rear of engine block may not be moved forward of centerline of front axle
- 6) VP Racing Fuels only. No pressurized fuel system. No M3, M5, or oxygenated type gas allowed. No nitro based fuel nitro or power enhanced alcohol will be allowed, no oxidizing type fuels. Top lube allowed. Each vehicle must display 2 VP Racing Fuels decals one on each side.
- 7) No superchargers or turbo chargers allowed.
- 8) Engine may have a maximum bore spacing of five (5) inches.
- 9) Automotive engines at all levels of competition are only allowed to run a maximum of two (2) valves per cylinder.
- 10) Fuel injection (and carburetors) and header may protrude through the hood.

NOTE: Bubble or scoop is optional, but if used, the scoop or bubble must cover the carburetors or fuel injection, if induction system protrudes through the hood.

- 12) Vehicle must have vertical exiting exhaust; height of pipe must be a minimum of one (1) foot above the bend. NOTE: Vertical is defined as "being in plumb" with a ten (10) degree variance in any direction permitted.
- 13) Vehicles to conform to provision of Modified Tractor engine shielding. NOTE: Entire engine to mean anything that is bolted to the engine block.

Frames

- 1) May be different from the make and model of the truck body.
- 1) Tubular steel frame is allowed.

Wheels/Weights

- 1) Center of wheels cannot exceed plus or minus six (6) inches of fender wells for wheelbase being used, which means a vehicle may run up to a maximum of 133-inch wheelbase.
- 2) Wheels must be in fender wells as described above. The body may be stretched in the middle to accompany this.
- 3) The outside edge of the tire on the narrow axle must overlap the centerline of the tire on the wide axle by at least one (1) inch.
- 4) Weights/weight bar must not extend forward more than sixty (60) inches from the centerline of the axle.
- 5) Tires are a maximum tire size to be 112-inch circumference on an 18-inch rim inflated to 30 PSI, with original bar not to exceed 18 inches in width before cutting.
- 6) All measurements on the rough are allowed + or – 1 inch until can be measured properly on flat surface.

SUPER MODIFIED 2WD TRUCKS (2WD)

NOTE: Vehicles in this division will adhere to all pertinent criteria of modified tractor safety, construction, unless special variations are noted.

Body/Chassis

- 1) The maximum length of the vehicle is no more than 15 feet from centerline of rear axle to forward most portion of the vehicle including the weight racks.
- 2) The 15 foot from center of rear axle overall rule will apply to all 2WD vehicles with the exception of a ten (10) inch over-length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed past 15 feet. Tow hook to be consistent with 15-foot rule.
- 3) Maximum width of vehicle is eight (8) feet.
- 4) Chassis (frame) may be truck frame or fabricated frame like modified tractors.
- 5) Vehicle appearance:
 - a) Fiberglass hood scoops, spoilers, fender flares are allowed.
 - b) Allowed to use stock appearing pickup truck and van fiberglass bodies and parts.

- c) All 2WD vehicles must have a presentable front windshield of glass, Plexiglas or Lexan. Does not have to be a full windshield.
- d) Vehicle to conform to provisions of modified tractor engine shielding.

Frame

- 1) Tubular steel frame is allowed.

Wheels/Weights/Tires

- 1) Weights are not to extend forward of maximum length stated in Rule 1 under the Body/Chassis section above, not rearward more than 12 inches from hitch point and must not interfere with hitching and unhitching of vehicle.
- 2) Any factory production body truck or van is allowed including passenger-type bodies.
- 3) Must run a minimum of 14-inch front rims with an automotive or front tractor tire.
- 4) Any wheelbase is permitted.
- 5) Front wheel and axle to remain in the visual center of the front wheel well. Maintain minimum of two (2) inches of complete original type wheelhouse forward of front wheel. Must be able to see forward most part and rearward most part of tire from a side view.
- 6) Rear tire diameter shall not exceed 143-inch circumference when mounted on an 18-inch rim and inflated to 28 PSI. The ground patch is not to exceed 19 inches based on the original tread.
- 7) Maximum pull distance of 340 feet. Any 1st hook over 340 the sled must reset.

Driveline/Clutch

- 1) No electronic, pneumatic or hydraulic devices that effect the clutch system are allowed. All staged or variable released clutches of any description prohibited. (This does not affect slave cylinder for clutch pedal.)
- 2) All 2WD vehicles engine/automatic transmission combinations must have either:

NOTE: Engine to clutch to transmission to be constructed like the modified tractors. Torque converters, automatic shifts, etc. are permitted.

Engine/Engine Limitations

- 1) Must have a 3-point engine mount and a support saddle for the rear of the transmission.
- 2) 2WD OTTPA competition – a limit of 650 cubic inches and two (2) valves per cylinder.
- 3) There will be no timing delay devices allowed.

NOTE: Entire engine is to mean anything that is bolted to the engine block. Except for high performance type starters with crankshaft drive, rear of engine block may not be moved forward of center line of front axle. The engine is any engine or its replica available in a passenger car. Maximum of eight (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted.

Turbo Chargers

- 1) Allow only single staged turbochargers in the division and must therefore follow the safety rules that apply to all turbocharged engines which are found in the General Rules Section under Supercharger/Turbocharger.

Fuel & Water

- 1) Fuel injection and carburetors and headers may protrude through the hood.
- 2) VP Fuel and water only with all vehicles. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. Each vehicle must display 2 VP Racing Fuels decals one on each side.

NOTE: Bubble or scoop is optional, but if used, the scoop or bubble must cover the carburetor(s) of fuel injection, if induction system protrudes through the hood.

Exhaust

- 1) Vehicle must have vertical exiting exhaust.

2) Height of pipe must be a minimum of one (1) foot above the bend. NOTE: Vertical is defined as “being in plumb” with a 10-degree variance in any direction permitted.

TRACTOR GENERAL RULES

No four-wheel drive model tractor is eligible.

No OEM cast component tractors allowed.

Maximum tire size is 210-inch circumference at 10 lbs. PSI.

Allowed maximum of 1% over (212.1 inches).

Maximum width on a 24.5 tire and a 30.5 tire is to manufacturer specs.

No radial tires allowed.

If the OTTPA Board doubts the legality of any entry, or upon protest of another contestant in that class, the contestant in question must verify that 150 units of the tractor in question must have been manufactured (notarized statement from the manufacturer) will furnish part numbers and prove to the board’s satisfaction that the tractor is a legal entry.

Drawbar

1) Minimum drawbar length is 18 inches from center of rear axle with a maximum height of 20 inches, rigid in all directions. Drawbar maximum of 10 degrees.

2) Pulling point must be within one (1) and 1 1/2 inches from back edge of hitch and no less than 3/4 inches.

Safety

1) A safety secondary hitch must be mounted horizontally on the vehicle 12 inches below the drawbar, to be painted white.

2) Must have wheelie bars capable of supporting the weight of the tractor. Must have front skid plates. 3) Safety roll cage is mandatory as described below:

3) Roll cage mounting to OEM rear end housing:

a) Roll cage must be attached to any tractor utilizing a stock, OEM rear end housing by the use of flanges constructed to form a one (1) piece, 90-degree angle of steel. Flanges to be created from 1/4-inch minimum thickness steel with a minimum of 2 1/2-inch-wide horizontal flange and a three (3) inch wide vertical flange. Angle iron is permissible. Attachment flanges must be secured to axle housings by at least four (4) axle-housing bolts, with a minimum of 1/2-inch diameter, at least grade #8 or better. Two (2) additional bolts must be installed through vertical flange, one (1) before and one (1) after axle housing. Both end attachment bolts must be located within four (4) inches of each end of vertical flange or by two (2) axle housing bolts and two (2) bolts before and two (2) bolts after axle housing.

b) Both side flange assemblies must be connected by a rear attachment flange across back of rear end housing, made to at least minimum dimensions of side flanges. When connected, the side and rear attachment flanges will create a “U” shaped configuration. Rear attachment flange must be constructed to attach to any two (2) horizontal threaded holes in axle housing that are 1/2 inch in diameter or larger.

c) The “U” shaped attachment flange assembly must be connected by a 1/4-inch steel strap positioned horizontal over the top of the rear end housing side to side at the front and middle of the “U” shaped structure. The strap should be welded solid to the side and rear vertical flanges to create a rigid, one-piece assembly. For maximum strength, raise the attachment flanges high enough to avoid welding horizontal plate to radius of bend or angle of attachment flange. Seat may be mounted to the horizontal plate.

d) Support webs of 1/4-inch minimum thickness steel a minimum height of six (6) inches vertical from the base plate must be welded between vertical tubes on both side and rear tubes.

4) Roll cage mounting to Tube Type Chassis

a) Vertical roll cage supports to be welded directly to horizontal tube frame structure. When this method is used, steel supports must be installed directly below horizontal frame tube and in-line with each vertical roll cage tube. Steel supports must extend to the next horizontal frame tube directly below. The steel supports must be a minimum of ¼ inch X three (3) inches in dimension. Rear roll cage vertical tubes must be welded directly to a rear structure same as the side frame structure. The rear frame structure must be attached to the vehicle frame structure and must be supported directly below both rear vertical roll cage tubes and the same as side frame structure.

- b) Support webs of 1/4-inch minimum thickness steel and a minimum height of six (6) inches vertical from the base plate must be welded between vertical tubes on both side and rear tubes.
- 5) Roll cage mounting to channel type chassis
 - a) Vertical roll cage supports to be welded to a single piece of 1/4-inch minimum thickness steel with a minimum of 2 1/2 inches wide horizontal flange and a three (3) inch wide vertical flange. Angle iron is permissible. Attachment flanges must be secured to vertical side of frame by at least five (5), 5/8 inch, grade #8 or better bolts. Rear roll cage attaching tubes to be welded to a 1/4-inch minimum thickness steel flange made to at least the minimum dimensions of side flanges. The rear-mounting flange to be attached by welding the side mounting flanges or vehicle frame rails. Rear mounting flange must be supported directly below both rear vertical roll cage tubes. Supports to be made from a minimum 1/4-inch steel welded to rear end housing or vehicle frame structure or bolted with a minimum of two (2), 1/2 inch, grade #8 or better bolts.
 - b. Support webs of 1/4-inch minimum thickness steel and a minimum height of six (6) inches vertical from base plate must be welded between vertical tubes on both sides and rear tubes.
- 6) Tractors are required to have a SFI spec. 6.2 bellhousing or a SFI spec. 4.2 bell housing blanket that meets the following minimum construction specification: You cannot have visible holes in clutch housing to clear bellhousing.
 - a) 17 inches wide and long enough to wrap around the bell housing with at least a six (6) inch overlap.
 - b) Secured with six (6) two (2) inch wide nylon web straps with a steel D-ring on one end and sewn the length of the blanket (except for the overlap area) and to be tied in a saddle cinch.
 - c) Four (4) two (2) inch nylon web retaining straps each at the front and back of the blanket.
 - d) Must be in good condition and be within 5-year certification. Tag must be legible.
- 7) Tractor airbag suspensions allowed, but no on board compressors or controls of any kind to change the suspension. Only one fill point allowed for suspension.
- 8) Tractors must have either:
 - a. Safety tie bars mounted to rear axle housing with at least four (4) axle housing bolts and extending forward of flywheel area and fastened to side of block or main frame with at least two (2) 5/8 inch bolts; OR
 - b. A one (1) piece frame extending from front of tractor to rear axle housing mounting bolts.
- 9) Tractor utilizing on board fire extinguishing systems inside the engine compartment. Not to be attached to the sheet metal.

NOTE: Tie bars of frame must be of sufficient strength to support weight of tractor with the bolts used to split the tractor removed. If in question, to be approved by the OTTPA Board.

Chassis/Shielding

- 1) Must have fenders or shield between driver and rear tires.
- 2) Tractors must have hood and grill in place as intended by manufacturer.
- 3) Sheet metal can be upgraded to present manufacturer upon approval from the OTTPA Board.
- 4) Sheet metal upgrade cannot cross original manufacturer's line. For example, Case IH to IH or Oliver to Minneapolis Moline acceptable. IH to John Deere not acceptable.
- 5) Sheet metal to be stock length and in stock location.
- 6) Tractors must retain stock appearance.
- 7) The distance from the center of the rear axle to the part of the hood that is farthest forward must be the same length of that model of the upgraded sheet metal.
- 8) Maximum of 114 inches' wheelbase unless originally produced with longer wheelbase, in which case stock length must remain. Maximum length of 13 feet from center of rear wheel to forward most portions.
- 9) Rear axles must remain in OEM position.
- 10) Allis Chambers may run Detroit series 40 or IH DT 466

NOTE: The criteria used by the board will be the retention of stock appearance. The chassis and frame must remain stock from the rear of the engine block to the rear of the tractor.

Transmission/Clutch/Rear End

- 1) Only mechanically activated clutches are permitted.

- 2) Neutral safety switches are to be in or on the transmission
- 3) The stock transmission housing or manufacturer's replacement and the stock final drive housing or manufactures replacement.
- 4) The clutch housing, transmission case, rear end housing and axle housing must be OEM with no aluminum replacements.
- 5) Any cast chassis must have all OEM bolts in place.
- 6) May cut hole for mounting aftermarket transmission, reverser or drop box.

NOTE: Planetaries are considered part of the final drive and are not removable.

Fuel & Water

- 1) VP Fuel and water only with all vehicles. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. Each vehicle must display 2 VP Racing Fuels decals one on each side.
- 2) All alcohol tractors should have halon fire systems with at least 3 nozzles under the hood.

Turbo

- 1) All classes using a mandatory turbo must run legal turbo for class (example in SF Precision 3 x 3.35 only), the rule applies to all mandatory turbo classes. Competitor and tractor must meet OTTPA safety, fuel and water regulations. If competitor wants to pull in a mandatory turbo class other than theirs, they must run the turbo approved for their mandatory class event if they are jumping up a class due to their class being absent from the event. Also may not exceed any rule or regulation for that class.
- 2) Turbocharger engines are required to have one cable that must surround the engine block and head. This cable must be placed between the first and second cylinder through exhaust manifold port area.
 - a) Cable must be a minimum of 3/8-inch thickness.
 - b) Cable must have a minimum of four (4) clamps at the splice.
 - c) Cable must have approximately four (4) inches of slack.
 - d) Suggest that cable ends be lapped back around and clamped with an additional clamp to prevent main clamps from coming off.
- 3) No titanium wheels in any turbo chargers allowed in any class.

Engine

- 1) Engine block must remain in original location as located by the manufacturer.
- 2) All engines must be secured and held rigid to OEM chassis. Engine cannot move independent of the rear-end/transmission housing.
- 3) Must use OEM engine block for that matches that OEM chassis.

NOTE: All ether bottles (starting aides) must be placed outside of the engine compartment.

Frame

- 1) Allow tractors with cast tub (belly) type frame (i.e. Oliver, Cockshutt, White) to remove complete frame from front of transmission housing. Engine and clutch housing to remain in original location and mounted solid as intended by manufacturer.

Light Limited Modified Tractor (LLM)

Engine Combinations

- 1) One maximum, 600 cubic in super charged engine.
- 2) One carbureted Allison V12 with large super charger/One fuel injected Allison with small supercharger
- 3) One carbureted Packard V12.
- 4) One V8 Dresserly Engine with twin turbos.
- 5) Naturally aspirated engines, maximum 710 cubic inches per engine.
- 6) One Avco Lycoming T53 turbine or one GE T58 turbine.

- 7) Maximum supercharger size is 14-71. Variable speed supercharger devices prohibited. Hemi's restricted 50% overdrive
- 8) No turbine engine will be operated beyond military temperature and RPM limits.
- 9) Turbine air intake must be screened with metal screen that has openings no larger than 3/16-inch.
- 10) Turbine engines must have a 3/8 steel shroud that surrounds the engine. Shroud must extend a minimum of 5 inches forward and ten (10) inches to the rear of the turbine section. The shroud must incorporate a minimum of 3/8-inch-thick flanges that extend radially inward from the shroud on both ends of the shroud with a maximum of 1 inch of the engine casing. A ½ inch gap between the engine and the ID of the flange must be maintained for air circulation inside the shroud. The flanges may be scalloped out to clear turbines accessories, brackets, etc. And maybe either rolled edged of the shroud or steel rigs attached by welding or riveted to the shroud.
- 11) Two independent over speed protection devices are required to power turbine wheel.
- 12) The governor setting must not exceed manufacturer's maximum specs. Over speed shut down consist of speed monitor that activates a normally closed solenoid valve located between the fuel control and fuel manifold. Trip setting to be low enough to prevent over speed in event of driveline failure. No TF-35 engine allowed.
- 13) Turbine engines allowed starter motor onboard or auxiliary power unit to be carried onboard and running during a competitive attempt but must not be hooked into the drive train during competition attempt.
- 14) Naturally aspirated aviation engines, the gearbox output shaft must not exceed one and one-half the speed of the crankshaft. Clutch and bell housing used in this application must be SEMA approved. Bell housing must be bolted to a ¼ or greater steel plate with a minimum of (12) 3/8 inch bolts (grade#5) evenly spaced around the bell housing.
- 15) The plate must be securely fastened to the frame by (8) 3/8 inch bolts (grade#5) with (4) bolts on each side of the frame.
- 16) Any configuration naturally aspirated engines can be used. The sum of the cubes of all the engines added together cannot exceed 1420 cubic inch.
- 17) Any agricultural engine with a cubic inch of 505 or less on alcohol, or any cubic inch diesel may be used. Turbo charger size is limited to the specifications in Light super stock class.
- 18) Any configuration of forced air induction under 750 cubic inch.
- 19) Any automotive combination of diesel engines under 900ci with one single Borg Werner S480 turbo.
- 20) One GAA Ford engine.

Superchargers/Turbo Chargers

- 1) All superchargers must be mounted to the intake by use of aluminum studs and nuts. STEEL STUDS PROHIBITED!
- 2) Supercharger restraint system is mandatory and shall consist of four separate straps, one on each corner of the supercharger and sandwiched between the charger and injector. Straps must be connected to the engine block with a minimum 5/16-inch bolt or stud (SAE grade 5 or better).
- 3) Supercharger belt shield must be wider than all components, idler, belt, pulleys, etc. and extend to the bottom of the crankshaft.
- 4) No screw type superchargers allowed.
- 5) No turbine engine is allowed to run a clutch/flywheel assembly or any automatic transmission.
- 6) Turbo chargers are allowed to be ran on V8 engines (1) 88mm in and out non-staged turbo per bank on (1) V8 automotive engine with a maximum of 600 cubic inches. Cast heads only.

Exhaust

- 1) Exhaust pipes on turbines must extend a minimum of 6 inches above the top of the exhaust opening.
- 2) Exhaust stack diameter to be no smaller than 1 inch of engine outlet.

LIGHT LIMITED PRO STOCK TRACTORS (LLP)

- 1) No component chassis.
- 2) All OEM chassis Super Farm rules, including shielding, safety apply to this class.
- 3) VP Fuel and water only with all vehicles. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. Each vehicle must display 2 VP Racing Fuels decals one on each side.
- 4) Fuel and water sample valves mandatory. \$50.00 fine for lack of sample test ports.
- 5) 24.5 – 32 maximum sized tires. HP pullers tires allowed. Pro Puller Tires are allowed.

- 6) 8,200 lbs. maximum weight.
- 7) Engine block and head must be OEM agricultural-type for that brand of engine. Port location must be same as stock with manifolds using stock port bolt pattern.
- 8) No engine larger than 466 cubic inch. (+ or – 1 percent) de-cubing of larger engines allowed.
- 9) No deck plates allowed.
- 10) Engine head and manifolds must be OEM agricultural-type for that brand of engine. Must use original location for intake with a maximum 4-inch hole. Intake spacer 1.5-inch maximum. IH dozer manifold with dual intake legal with two (2) 3 inch holes and one cross-over pipe, any length.
- 11) Maximum 2 valves per cylinder.
- 12) No inner / after coolers allowed.
- 13) Maximum size injection pump is a 7100 P – pump with maximum size plungers of 13 mm.
- 14) OTTPA Precision Turbo of 3 x 3.35 is only turbo allowed in class, no exceptions.

SUPER FARM TRACTORS (SF)

NOTE: The Super Farm Class will run under the OTTPA Pro Stock division rules, plus the following rules.

Engines

- 1) No engine larger than 640 CID (plus or minus 1%).
- 2) Engine head must be OEM agricultural type for that brand engine. Recast heads allowed with OEM dimensions
- 3) No overhead cams allowed.
- 4) OEM stock intake and exhaust manifold for that series engine.
- 5) 1 turbo for Super Farm and new class 466.
- 6) Outlaw Precision Turbo 3 x 3.35.
- 7) Intake manifold may only be modified for mounting and attaching turbo inlet pipe.
- 8) A maximum 1-inch spacer plate between head and intake manifold allowed.
- 9) Only p7100 or p3000 or 8000 series injection pump's allowed with any plunger size.

NOTE: Alteration for turbo mounting allowed. A spacer no larger than 3 inches allowed between the turbo and exhaust manifold. No modifications of the exhaust manifold allowed on the outside.

Competition

- 1) Super Farm tractors will compete at 9200 pounds.
- 2) VP Fuel and water only with all vehicles. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. Each vehicle must display 2 VP Racing Fuels decals one on each side.
- 3) Fuel and water sample valves mandatory. \$50.00 fine for lack of samples test ports.
- 4) No component tractors allowed in the Super Farm Class.
- 5) Tires have a maximum of 48 lugs allowed on 24.5 -32 tires. Pro Puller Tires are allowed.

LIMITED PRO STOCK TRACTORS (LPS)

- 1) No component chassis.
- 2) 24.5 – 32 maximum sized tires. HP pullers tires allowed. Pro Puller Tires are allowed.
- 3) 9,500 lbs. maximum weight.
- 4) No engine larger than 640 cubic inch. (+ or – 1 percent)
- 5) Maximum 4.875 bore. No engine with a bore center greater than 5.375 inches.
- 6) Deck plate allowed up to .625 thick.
- 7) Engine block and head must be OEM agricultural-type for that brand of engine. Recast heads allowed but port location must be same as stock with manifolds using stock port bolt pattern.
- 8) Aftermarket manifolds allowed and must bolt in original port bolt locations.
- 9) No overhead cams.
- 10) Maximum 2 valves per cylinder.
- 11) No inner / after coolers allowed.
- 12) Maximum size injection pump is a 7100 P – pump with maximum size plungers of 13 mm. No 8300 P-pumps.
- 13) Only OTTPA fuel and water to be allowed

- 14) Fuel and water sample valves mandatory. \$50.00 fine for lack of samples test ports.
- 15) All OEM chassis Super Farm rules, including shielding, safety apply to this class.
- 16) Mandatory turbo for this class is a 4.1 Holset from Excel Engineering or Diesel Performance Engineering with slick bore.

PRO STOCK TRACTORS (PS)

- 1) Components allowed in Pro Stock (See Super Stock for specifications)

Engines

- 1) No engine larger than 680 CID (plus or minus 1%).
- 2) Tractors are limited to one pressure stage and allowed one (1) air compressing device.
- 3) Tractors may use a steel plate, maximum of one (1) inch thick, between the block and the head.
- 4) Tractors are limited to two (2) valves per cylinder.
- 5) No intercoolers allowed.
- 6) **ONLY** turbo allowed is the Hypermax 4.9.
- 7) Recast block are allowed.

Fuel & Water

- 1) Only OTTPA approved fuel. May have only one (1) fuel injection pump.
- 2) VP Fuel and Water only with all vehicles. A \$50 fine will be assessed for lack of fuel and water test ports for all classes. Also for any minor infractions of fuel or water quality. Each vehicle must display 2 VP Racing Fuels decals one on each side.

Safety

- 1) Metal detection shield between driver and engine from top of hood to top of torque tube or transmission housing or clutch housing from side shield to side shield. This also serves as a flash fire shield.
- 2) Safety blankets must be on the inside of the tie bar and the tie bar must be fastened forward of the rear of the engine block.
- 3) Tractors that require tools for the removal of side shield must be equipped with onboard fire control system. On board system nozzles must be in engine compartment.

Tires

- 1) Tires – 24.5 – 32 maximum size.

Weights

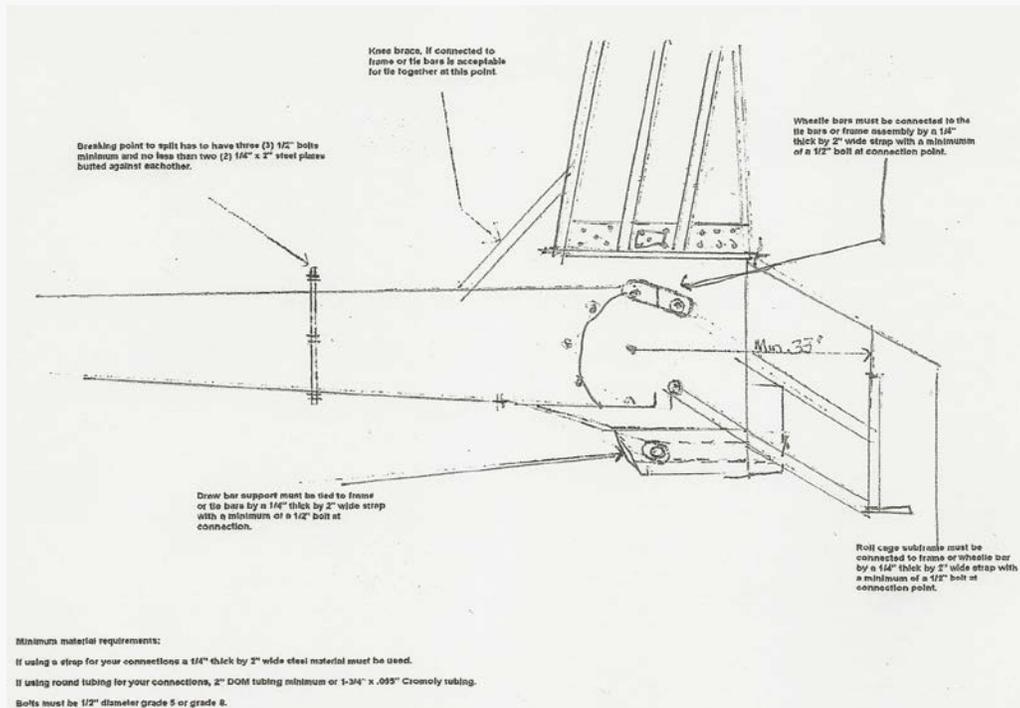
- 1) Tractors will compete at 10,000 pounds.

SUPER STOCK TRACTORS

LIGHT (LSS), DIESEL (DSS) AND UNLIMITED (USS)

Rules specific to Light Super Stock Tractors

- 1) Light super stock rules set forth below shall remain in effect for the 2017-2019 season
- 2) Light super stock class all tractors must have one piece frames that attaches the roll cage, wheelie bars, hitch and frame together see diagram.



- 3) Light Super Stock class Sigma pump allowed.
- 4) Light Super Stock tractors not allowed to run 44 Amp or greater magneto ignition system.
- 5) Light Super Stock Weights by Make outlined below:

Light Super Stock Weights by make

	Alcohol	Diesel
Allis Chalmers	6300	6600
John Deere	6300	6600
Ford	6100	6400
IH	6100	6400
Case	6200	6500
Deutz	6100	6400
White	6100	6400

- 6) No component tractors in the Light Super Stock.
- 7) All Light Super Stock tractors must have OEM cast engine, clutch/transmission housing, and rear end housing, axle housings bolted together.
- 8) All clutch, transmission, or rear end housings must be stock height and length and width.
- 10) No sub-frames of different materials allowed in replacement of cast.
- 11) No additional holes in bellhousing allowed.
- 12) If cast is broke, it must be replaced with no holes in new housing.
- 13) May run SFI 47.2 two bar roll cage.
- 14) No John Deere 6000 series tractors allowed.
- 15) 510 to 640 cubic inch motors are limited to one (1) 4.1 max turbocharger.
- 16) 505 cubic inch motors and lower may run a multi-charger set up
- 17) No HP Pullers tires in the Light Super class unless under 360 cubic inch engine.
- 18) Allis Chalmers may run Detroit series 40 or IH DT 466

Engines

- 1) Only engine considered legal to be used in super stock division must be available in two-wheel drive farm tractors. (This applies to both OEM and component type.)
- 2) No V8 motors allowed.
- 3) Maximum distance of one (1) 5/8-inch deck plate between bottom of cylinder head and top of engine block. A maximum allowance of .130 total gaskets with a maximum of 504 cubic inch total.
- 4) Diesel Super Stock tractors may run one ¾ inch deck plate or one 5/8-inch deck plate with two .125 gaskets. No steel blocks.
- 5) External hold-down devices recommended for holding head to block. This device connects top of bottom of block and must remain behind side shields. This device does not replace the safety cable, which must remain in place.
- 6) Any alterations to the chassis shell must have the written approval of the OTTPA Board before the tractor in question will be considered a legal entry.
- 7) No auxiliary internal combustion engines are allowed on board to drive pumps, accessories, etc.
- 8) OTTPA will allow component tractors in the Heavy 8200 Super Stock and Pro Stock Tractor competition under the following criteria:
 - a) Must install an aftermarket frame with an SFI-6.2 or 6.3 bell housing to replace the original clutch housing.
 - b) Must also install an aftermarket transmission and rear end/final drive housing. (If larger than 11-inch clutch is used, refer to industrial marine clutch rules listed in the General Rules section.) No cast iron Ag-type transmission or rear end components allowed.
- 9) Engine block of given brand to remain consistent with that brand sheet metal. The engine block cannot be modified externally from OEM configuration, except for normal repair or for mounting of fuel injection pumps.
- 10) Engine location on component Super Stock Tractors: centerline of the crankshaft may not be below the centerline of rear axle and must be parallel within two (2) degrees in relationship to the ground. Two (2) degrees equals 7/16 inch per foot. This equals approximately four (4) inches of fall from center of rear axle to the 114-inch wheelbase point. This is to be measured with tire, hitch and weight in ready to pull.
- 11) All engines in component Super Stock tractors to be mounted no farther forward than 60 inches from the centerline of the rear axle to rear of engine block.
- 12) Crank shaft centerline to be between top and bottom rail of frame. Bottom of frame rail may be no more than six (6) inches below centerline of crankshaft from rear of engine block forward.
- 13) Diesel Super Stock class limited to 540 cubic inches.
- 14) OEM heads or two (2) valve aftermarket heads allowed
- 15) No operating inner coolers allowed.
- 16) No overhead cams or hemi-style heads allowed in any Super Stock class.
- 17) No electronic fuel injection or electric engine control.
- 18) Only OTTPA approved fuel and water allowed in super stock (10 pro) with test ports for both water and fuel sampling required
- 19) Injection pumps are to be p7100 or p3000 any plunger size.
- 20) Top two turbos need to be tethered in a figure eight design with a 1/8-inch cable and 2 clamps at the splice.
- 21) No alcohol, alcohol based substances, other additives and or formulas containing alcohol of any kind or manner may be used or allowed in water injection. Pro Stock Tractor's to use only OTTPA approved water.

Specific Rules to Unlimited and Light Super Stocks

- 1) Unlimited and Light Super Stock class limited to 505 CID. Only two (2) valves per cylinder must be parallel with each other and parallel within 15 degrees of cylinder wall. OEM canted valve heads allowed.
- 2) No V8 motor in Unlimited Super Stock class.
- 3) 540 Diesel allowed.

Frames and Shielding

- 1) All tube ladder-type frames must be covered on outside with steel or aluminum 0.060 thick and run in the same plain as the crankshaft.
- 2) Appearance to remain stock of given brand and model.
- 3) Driveline shielding same as modified tractor rules.

- 4) Tractor inner side shields. All inline engines are required to have an additional side shield consisting of .125 (1/8 inch) steel or titanium or .250 (1/4 inch) thick aluminum inside of the current .060-inch steel or aluminum side shields with a minimum of 1/2 inch air gap. The shield is independent of the current side shield and must be attached to the chassis (frame) with a minimum of 5/16 fasteners at both ends and the center on the bottom or suspended a minimum of 3 inches below the top of the frame rail and to the engine block at both ends bolted solid to the bolt if suspended or with a length of 5/16 chain if fastened at bottom at deck height on the top. This shield must extend from the bottom of the head to the centerline of the crankshaft and extend the full length of the block on each side of the engine.
- 5) Any stock AG block in a component chassis, the sheet metal doesn't need to match the block.

Tires

- 1) Tires no more than 30 1/2 inches wide.
- 2) Rim diameter limited to 32 inches on tire widths over 24 1/2-inch

Competition

- 1) Weight 6200 lbs.
- 2) All component tractors can run a maximum of 114-inch wheelbase, with a maximum overall of 13 feet from center of rear axle to forward most point.

Safety

- 1) Primary (and secondary, if used) drawbar and roll cage, with four-point restraint harness, must be part of the aftermarket frame structure.
- 2) Metal deflection shield between driver and engine from top of torque or Trans housing or clutch housing from side shield to side shield. This also serves as a flash fire shield.
- 3) Safety blankets must be on the inside of the tie bar and tie bar must be fastened forward of the rear of the engine block.
- 4) All ether bottles (starting aides) must be placed outside of the engine compartment.
- 5) Super Stock tractors that require tools for the removal of side shields must be equipped with an on board fire control system. On board system nozzles must be in the engine compartment.

Light Super Stock		
Acceptable Rear-End/Engine Combinations		
Make	Rear-End	Engine
John Deere	3010, 2840, 4040, 4050*	329, 359, 414
John Deere	4010, 4020, 4040, 4050, 4055	404, 466
International	460, 560, 656, 666, 706*	274, 360
International	706, 806, 966, 1066, 1466	414, 436, 466
Case	730, 830*	267 (4 cyl)
Case	830, 930, 1030, 1070	401, 451, 504
Allis	180, 190, 7000*	301
Allis	D21, 220	426, 466 Detroit
Ford	3000, 4000, 5000*, 7000*	4 cyl.
Ford	5000, 7000, 8000, 7910, 8210	401, 458, 478
Cockshut	440, 550	4 cyl, 340
Oliver, White	1650, 1750, 1800*, 1850*, 1950*	283, 310 walkesha
	2-105, 2-110, 2-280	354 perkins
	W-100, W-120, W-140(spirit of cockshut)	359 cummins
Oliver, White, MM	160, 170, 185, 195, 135, 155, 1800,	478 hercules
	1850, 1950, 2050, 2150, 2255,	504 cummins
	1355, 2-150, G-1000	585 moline

MODIFIED TRACTORS (MOD)

Transmissions/Drivelines

- 1) All automatic transmissions must have: new six (6) strap approved blankets, and have reverse lockout.
- 2) All drivelines must be entirely enclosed in 5/16-inch steel or 3/8-inch aluminum and securely fastened to the frame.

Chassis/Body

- 1) Total length of vehicle shall not exceed fourteen feet from center of rear axle with wheel base at 11 foot 6 inch minimum.
- 2) No engine sheet metal.

Wheels/Weights/Tires

- 1) Tire size shall not exceed 30.5 inches in width.

Engine

- 1) One (1) marine, or aircraft, or industrial type up to 2500 cubic inches with (12) cylinder limit. Two (2) compression stages maximum. Allow EFI on V-12 Allison and V-12 Packard. Rolls Royce Griffon limited to a maximum overdrive limit on the supercharger to the high speed ratio of 7.7 to 1. No turbocharged Rolls Royce Griffins allowed.
- 2) Two (2) automotive type engines, with maximum 14-71 blower (no screw type), no overdrive limit, hemi type heads allowed. 650 cubic inch limit.
- 3) Three (3) automotive type engines with maximum 8-71 blower, limited to 43% overdrive, no Hemi, Pontiac, Oldsmobile, Big Chief or Big Duke style heads, 650 cubic inch limit.
- 4) Four (4) naturally aspirated automotive type V8 engines, any CID, any two (2) valves per head, carburetors or fuel injection.
- 5) Turbine engine or combinations of turbine engines are allowed maximum military rating of 4380 HP. Any engine or combination of turbine engines with HP rating of 3750 or less are allowed water/methanol injection. Nothing allowed to be sprayed or injected in the airstream of the intake or turbine engines that total more than 3750 horsepower. All turbines to have over-speed safety devices set to a maximum of 110%.

Modified Engines	
Lycoming	Pratt & Whitney
T53L1 = 825 hp	JFTD12-4 = 3430 hp
T53L3 = 920 hp	JFTD12-5 = 4050 hp
T53L5 = 960 hp	JFTD12A = 4050 hp
T53L7 = 1100 hp	
T53L11 = 1100 hp	
T53L13 = 1400 hp	
T55L1 = 1600 hp	
T55L5 = 2200 hp	
T55L7 = 2650 hp	
T55L7C = 2850 hp	
T55L9 = 3750 hp	
T55L11D = 3750 hp	
T55L712 = 3750 hp	

- 6) Any Turbine engine must have a minimum of 3/8 inch steel shielding around the hot section if it is under 1500 horsepower. Any engine over 1500 horsepower will have a 1/2 inch steel shielding. No blankets.
- 7) Any motor combination not already mentioned in the rule book must be approved by the OTTPA Board.
- 8) Must be a minimum of two (2) blown V-8 engines, turbocharged or supercharged industrial engine or turbine or combination of turbine engines of 2850 horsepower to compete at an OTTPA event.

9) OTTPA recognizes the following turbine engines for use in OTTPA competition and their horsepower ratings are as follows: (No turbine engines other than those listed may be used.)