



HEARTLAND
- DIVISION -

2024 RULEBOOK



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2024 OTTPA EXECUTIVE BOARD

CHIEF EXECUTIVE OFFICER (Owner)

Kurt Van Beek

745 Riverview Drive Rock Valley, IA 51247
712-470-1593(C) kurt@outlawpulling.com

(Executive Vice President)

Dave Nelson

2851 200th St, Ft Dodge IA 50501
515-574-9519 (C) dave@outlawpulling.com

Regional Executive Director

Greg Lussetto

PO Box 431 Bridgeport, NE 69336
308-279-0232 (C) lussetto@gmail.com

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 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 the next annual OTTPA meeting.

Support Staff

Director of Operations/Office Manager, Susan Dunklau

710 N. 12th, Arlington NE 68002
402-618-7545 (C)
susan@outlawpulling.com

Event Entry Clerk - meeting records, purse, payouts

Event Promotions & PR Assistant, Jaz Henderson

9917 RD 92 Bridgeport, NE 69336
308-279-1790 (C)
jlussetto@gmail.com

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

Taylor Van Beek

203 13th Ave Rock Valley, IA

712-470-1900 (C)

taylor@outlawpulling.com

Executive Director Responsibilities:

- Hiring of 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.

Tech Personnel: The OTTPA Executive Director will define the number of tech personnel that will attend each event. Rate of pay is \$200 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 \$200 for the first day and \$150 for each succeeding day. If there are multiple sessions in a day, the rate is \$200 per session.

Director of Competition Responsibilities:

- The competition director will be responsible for finding factual information on vehicles he or she inspects at events.
- He or she will attend 15 events per season.
- The specific classes and what are being teched will be assigned by Chief Executive Officer, or Chief Operating Officer or President of the Board at random.
- Should the inspections reveal illegal items on a vehicle, the facts of the inspection will be given to the 5-panel board to decide penalties for such infractions.
- This person will handle protests by gathering information, collecting the protest funds, and reporting findings to the 5-panel board to decide penalties.

OTTPA Tech Staff

Greg Lussetto	Zach Lussetto	Ron Sladke
PO Box 431 Bridgeport, NE 69336	PO Box 431 Bridgeport, NE 69336	
308-279-0232	308-279-2453	402-443-8351
Lussetto@gmail.com		
Jerome Kurczodyna	Chris Pieper	Gerald Hostetler
1804 West 2 nd Street Grand Island, NE 68803		PO Box 339 Grant, NE 69140
		308-352-6579

WARRANTY DISCLAIMER The rules promulgated in the 2024 Pulling Rules for the sport of tractor and truck pulling, and the rules relating to the safety of equipment are the responsibility of each driver who participate 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 2024 OTTPA Pulling Rules were voted for by competing members at our annual banquet and/or approved by the 2024 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 2024 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.

2024 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, 2024 to December 31, 2024.

Competing Membership – (Can join the day of pull)

- Postmarked by 12/15/23 \$425.00 / State Level \$205
- Postmarked by 02/01/24 \$500.00 / \$280
- Postmarked after 02/01/24 \$575.00 / 355
- 1st membership per tractor, with vehicle registration, is full price
- 2nd membership per tractor, with vehicle registration, is 1/2 price
- 3rd membership per tractor, with vehicle registration, is 1/2 price

Competing Membership Includes:

- 2024 OTTPA Souvenir Program
- 2024 Newsletters
- 2024 OTTPA Official Rule Book
- 2024 Competition License Card
- 2024 USPA Insurance Card
- 2024 OTTPA Address & Phone Directory
- Two OTTPA Decals
- Event Information
- Four all access pit passes

Vehicle Registration

- National Level \$170.00
- State Level Classes \$85

Insurance (mandatory)

- Postmarked by 12/15/23 \$150.00
- Postmarked by 02/01/24 \$170.00
- Postmarked after 02/01/24 \$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 drawn 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

Trucks	Tractors
Pro Stock Truck (P4x4)	Light Limited Pro Stock Tractors (LLP)
Diesel 4x4 Trucks (DT26)	3200RPM Super-field Tractor (32SF)
Street Mod 2 WD (ST2W)	Light Limited Super Stock (LLSS)
Naturally Aspirated 2 WD (NA2WD)	Modified Tractors
	Light Limited Modified Tractor (LLM)
	Classic Modified
	Big Block Economod

No class jumping if your class is scheduled at an event which is 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 that class (i.e.- any class with mandatory turbo, fuel, water, etc. must run that turbo, fuel, etc. to jump up a class.)

OFFICIAL OTTPA CLASS WEIGHTS

Trucks	Pounds
P4x4 - Pro Stock 4x4	6,200
D4x4 – Diesel 4x4 2.6	8,000
ST2W – Street Mod 2WD	6,200
NA2WD - Naturally Aspirated 2WD	6,200
Modified Tractors	
LLM – Light Limited Modified Tractor	
Turbines	6,200
Other engine types up to	6,000
Classic Modifieds	5,700
Big Block Economod	6,000
Pro Stock Tractors	
LLP - Light Limited Pro Stock Tractor	8,500
Super Stock Tractors	
LLSS - Light Limited Super Stock Tractor	6,200
Super Field Tractors	
32SF - 3200 Super Field	8,200

POINTS & END OF SEASON AWARDS

Year End Payout: For your class to qualify for Year End Payout, the class must have a minimum of 5 hooks and 3 or more drivers competing for the championship.

TO BE DETERMINED BASED ON HOOKS PER CLASS AND SPONSORSHIP

Points Race

- 1) Points- 1st place receives 28 points, then 26 for 2nd and 1 point less per position down to 17th place or 10 points, after 10th place everyone who is at the events will get 10 points. If 1st place is a non-points runner, then 1st place is 27 points.
- 2) All members will collect points from the date they buy their membership.
- 3) Pre entry discount deadline is May 1. Pre entry not required to collect points.
- 4) All members will receive 0 points for any hook they miss. In the case of breakage, you will have 3 days to fix vehicle from the date of the event(s) pullers vehicle broke at if next event is less than 3 days to next event or family emergency or natural disaster pre-entries puller will get last place points for that event. Breakage is only eligible if it occurred at an OTTPA event.
- 5) No reset of points anytime in the season.
- 6) Top 5 eligible for end of year points payout
- 7) Any competitor that meets the qualifications through the last hooks of the season for their class can move up into the top 5 during the chase and be eligible.
- 8) Must attend Last 3 hooks of the year for your class or a portion of the payout will be deducted. (Only exceptions would be family emergency or natural disaster.)
 - Miss 1 of the last 3 hooks 25% deduction.
 - Miss 2 of the last 3 hooks 50% deduction.
 - Miss 3 of the last 3 hooks 75% deduction.
- 9) If a competitor misses more hooks than they are allowed per #8, they will still get paid if they finish in top 5 in points; but will only be paid a percentage of the payout based on the percentage of the hooks they made for the year. Example: If they end in 5th place and 5th place pays \$500 for their class, and they only made 60% of hooks for the year. They will be paid \$300 which is 60% if they do not miss Any of the last 3 events, otherwise #8 applies to the \$300.
- 10) All members will accumulate points at all events.

Instructions to run for points and be eligible for end of year payout.

- 1) Buy OTTPA membership
- 2) Finish in top 5 at the end of year.

Payout		2023 OTTPA-HEARTLAND DIVISION PURSE PAYOUT	
Class	Min. Purse	Payout Places	Payout Breakdown
DT26	\$1400	7	\$400, \$325, \$250, \$175, \$150, \$75, \$75
3200SF	\$1100	6	\$325, \$250, \$175, \$150, \$100, \$100
NA2WD	\$1400	7	\$400, \$325, \$250, \$175, \$150, \$75, \$75
ST2W	\$750	5	\$250, \$200, \$150, \$100, \$50

CLMod	\$1100	6	\$325, \$250, \$175, \$150, \$100, \$100
BBMod	\$1100	6	\$325, \$250, \$175, \$150, \$100, \$100
P4x4	\$1400	7	\$400, \$325, \$250, \$175, \$150, \$75, \$75
LLM	\$1400	7	\$400, \$325, \$250, \$175, \$150, \$75, \$75
LLP	\$1400	7	\$400, \$325, \$250, \$175, \$150, \$75, \$75
LLSS	\$1400	7	\$400, \$325, \$250, \$175, \$150, \$75, \$75
State	\$3000	8	\$750, \$650, \$550, \$400, \$300, \$200, \$100, \$50

Key for official OTTPA HEARTLAND DIVISION classes

Light Limited Pro Stock Tractor	LLP	Pro Stock Truck	P4x4
Naturally Aspirated Two Wheel Drive	NA2W	Super Field 3200 Tractors	32SF
Light Limited Modifieds	LLM	Light Super Stock Tractor	LSS
Diesel 4x4 Trucks	DT26	Classic Modifieds	CLMod
Big Block	BBMod	Street Modified Two Wheel Drive	ST2W

HOOK FEES

Class	Total	Class	Total	Class	Total	Class	Total
LLP	\$35.00	NA2W	\$35.00	DT26	\$35.00	BBMod	\$35.00
P4x4	\$35.00	32SF	\$35.00	LLSS	\$35.00	CLMod	\$35.00
LLM	\$35.00	ST2W	\$35.00				

- 2) State Hook \$45
- 3) One Time hook fee is \$85 and puller will receive only 2 pit passes.
- 4) 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 have \$100.00 deducted from your payout for that day. 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.
- 5) Members paid off chart above.

PRE-ENTRY PROGRAM

- 1) A vehicle registered in the pre-entry program for the 2024 pulling season will receive a \$5 per hook discount if registered before May 1st. Members can still pre-enter after May 1st at any time but will not receive the discount.
- 2) If in pre-entry program you do not have to be on-site 2 hours before event, however puller must call 2 hours ahead of time if not hooking or will forfeit pre-entry for that hook and pay \$100 fee.
- 3) Refunds
 - a) All entry fees will be refunded for all rainouts or cancelled events; unless you finish in Top 5 in points.
 - b) If a member receives end of year payout, no entries that season will be refunded.
 - c) If a member for any reason cannot continue the season, the entries going forward will be refunded.
 - d) At no time during season will points be removed from a vehicle that cannot continue the season
 - e) Refunds will be paid out at the banquet.
 - f) In order to qualify for the misses, you must be in the prepaid program

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
Pro-Stock 4x4 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) All pullers and employees must sign waiver or will not get a check!!!**
- 2) Contestants must be 18 years old or at least 16 years old with a parent or guardian consent.
- 3) Contestants must be a member of OTTPA or pay 1-Time hook fee.
- 4) 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.
- 5) Anything detrimental to the OTTPA association or board members will be grounds for disqualification.
- 6) Any pulling vehicles left running with operator not in seat will be disqualified.
- 7) 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.
- 8) All vehicles must pass a safety inspection.
- 9) Anyone caught by a tech official adding air to rear tires or removing air from front tires will be an automatic disqualification for that session.
- 10) Driver must remain seated during pull.
- 11) Driver must have complete control of the vehicle at all times.
- 12) All disqualifications are subject to video review, with final approval made by head tech official or highest ranking official at event. Ruling needs clear and obvious evidence to overturn the officials spontaneous ruling. Tech official who made the original ruling on the track has to watch the replay and be involved in conversation. Sled operator may also be used as reference. For out of bounds only! **Only outlaw livestream video may be used.**
- 13) 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.
- 14) Rule's meeting held in November each year; all new rules will be enforced January 1st.
 - a) All proposed rule changes from classes are due to the board no later than October 1.

b) In order to have voting rights in a class you need to have a membership in that class. Example: LLM and MODS - adding motors or taking motors off need to have 2 memberships to vote in both classes.

- 15) When recertifying the clutch, the serial number must be legible for tech officials.
- 16) All competing vehicles required to run VP diesel, gas, methanol fuel. VP DX Torque is legal to use.
- 17) When registering the vehicle for the year, you are registering the chassis. That is your chassis for the year points stay with the registered vehicle as long as the owner is the same. (Any major repairs or chassis changes need to be approved by the board.)
- 18) Misconduct will not be tolerated. Any reported issues of misconduct at an event the board will determine the penalty.
- 19) Traction Control is defined as any on board computer device that senses an input of increased rpm or lost traction in drive train occurring during the run and sends an automatic output to counter this input. This electronic exchange occurred without operator input. Operator and manually controlled devices to control traction are allowed.
- 20) **Sponsor Decals on pulling vehicles - All members must have present on their pulling vehicle (both sides) the 1st time the vehicle goes down the track or no purse or points. Enforced for 2024 season.**
- 21) **All pullers and OTPA employees must sign waiver and get arm band or will NOT get a check.**
- 22) It is permissible for a licensed or single-entry competitor to enter or drive multiple vehicles in the same class. This includes competitors who compete with a license or a per hook entry.

Registration

- 1) 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. Notification of which person is driving the vehicle should be relayed to the Clerk.
- 2) If you are not registered before your class starts you cannot pull that day.
- 3) 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.
- 4) 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.
- 5) Contestants must pull at position drawn within three (3) minutes of time track sled is in readiness; any delay will mean disqualification. An official may drop a contestant having mechanical problems to a later position.
- 6) 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 discretion of the official.
- 7) Not more than 200 pounds moved from the rear to the front without rechecking draw bar.
- 8) All events/promoters must have class schedule set by May 1, after May 1 classes may be added to an event, but cannot be a points hook. Also, rain dates must be on the schedule before May 1, or the new date will not be a points hook.
- 9) STRONGLY recommend that everyone has an exhaust pipe that extends above the motorhome or toterhome so that fumes go above the vehicle.
- 10) Everyone will get 5 show up points on top of whatever position you finish if you are at the event. If event is rained out and you are on site you will get 5 show up points. If you are not yet at event and it gets rained out, you have to be close enough to the event to have been there 2 hours ahead of start time and you have to call either Lori or Kurt to get your show up points.

Track Set-up

- 1) All officially sanctioned contests must have available a pulling dirt track with 100 feet shutdown not to exceed 300 feet, and not be less than 35 feet wide.
- 2) Spectators must be kept 20 feet from the track 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 by GPS measuring device or 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. Driver must raise his hand up when backing out of the throttle.)
- 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) If tech or sled operator makes a change to the sled after the first hook, the first puller may re-hook immediately, drop six (6) places or go to last (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) 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.
- 15) 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.
- 16) Once the class has been started, it cannot be stopped except in the case of mechanical difficulties with the sled.
- 17) 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.
- 18) Any weights or safety equipment lost while hooked to the sled will be cause for disqualification.
- 19) No liquid weight allowed.
- 20) 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.
- 21) 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.

- 22) 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.
- 23) No alcohol allowed on track during the pull.
- 24) 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.

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. One hour after the show ends, the OTTPA insurance coverage ends. Failure to comply with this rule is considered detrimental to the Outlaw association as outlined in bullet point 4 under the general rules listed above and will result in a 1 year and 10-day ban from pulling with OTTPA.
- 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.

Fuel & 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 for diesel classes. (Exempted classes LSS & DSS). Alcohol vehicles can run VP 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 face 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. Tech officials must be able to easily pull the kill switch from the rear of the vehicle. NO trailer type kill switches.

- 5) 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.
- 6) 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.
- 7) 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.
- 8) 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 fastener 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.
- 9) 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.
- 10) 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.
- 11) 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, carrying or pulling the vehicle at its heaviest weight. It is to be used only for pushing, carrying, or pulling the vehicle.
- 12) 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)
- 13) 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.
- 14) 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.
- 15) Pulling point must be within 1 1/2 inches from back edge of hitch and no less than one (1) inches.
- 16) All throttles must be self-returning to the idle position when released. Foot throttles are required to have a toe strap.
- 17) All supercharger drive components must conform to SFI 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 an SFI 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 4.1 SFI 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.
- 28) All turbo charged engines exhaust stacks need to remain intact while hooked to sled. If it falls off the vehicle it will result in a disqualification. Puller still receives last place points.
- 29) After discussion with many engine builders and turbo manufacturers we have decided it was in the best interest of the Outlaws to make sure our competitors, fans and officials are as safe as possible. With this being said we will require all turbo charged engines to have one of the following 5 containment devices in order to compete in 2024. *(1)* Turbo exhaust housing with 1/2" grade 5 cross bolts installed into the housing. *(2)* Wimer exhaust cage bolted onto housing with (8) 5/16 bolts *(3)* Apex containment ring - must also run two straps 1" wide 1/4" thick support straps welded to exhaust piping with a minimum of 5/16 bolts securing them. *(4)* Containment ring specifications provided by GMS - must also run two straps 1" wide 1/4" thick support straps welded to exhaust pipe with a minimum of 5/16 bolts securing them. *(5)* 1/2" cross bolts grade 5 into exhaust pipe as close to exhaust flange as possible with a minimum of schedule 10 piping with two straps 1" wide 1/4" thick support straps welded to exhaust pipe with a minimum of 5/16 bolts securing them. * All turbo charged engines must also run a compressor blanket or 1/8" steel containment shroud to cover intake housing. Shrouds must cover the intake housing and have 4 secure bolt locations with a minimum of 5/16 fasteners. * Any intake wheel that is not enclosed into the hood that is easily accessible must have a containment system to prevent the intake wheel from discharging forward.
- 30) 3X4 or larger turbos, must have turbo blanket or 1/8 inch cable wrapped around the turbo with 2 clamps.

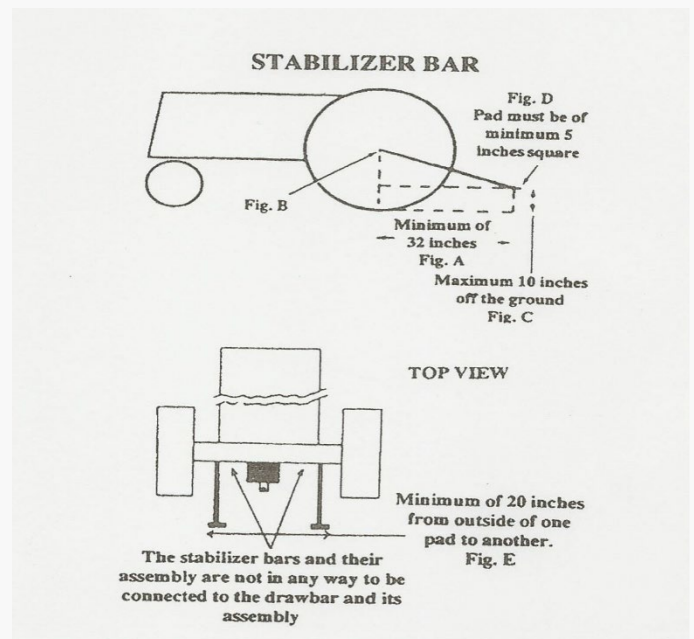
Protests

- 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.
- 3) All protests will be handled by the Competition Director and the member board.

Stabilizer Bars Tractors

Stabilizer bars are required (no wheels allowed).

- 1) 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).
- 2) No crossbars between stabilizer bars allowed behind point of hook.
- 3) 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.
- 4) Vertical brace should extend rearward a minimum of 2" from radius of rear tire.
- 5) 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.
- 6) 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.
- 7) 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 30% for 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 less than the minimum % rule of wheelbase, maximum distance cannot change during hook.
- 4) Hitch stem angle must not exceed 25 degrees measured on the stem with angle 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 seat) 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 metals.
 - 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 counterbalances 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. 8)

The following rule will apply to all divisions that use solid driveline shields over 16 inches in length:

Note: this also applies to Mini Rod division and the intermediate shaft on FWD All driveline shield components must be tethered on each end by two opposing restraints, Tethers must attach at 180 degrees of each other and a minimum of 3" and a maximum of 6" from each end of each driveline shield component.

Tether to be constructed of a minimum of 2" wide by 1/8" thick nylon or polyester strap. One end of tether must attach to one side of the chassis then go around the driveline shield then attach to the other side of the chassis. Tether must be attached to chassis by a minimum of one 3/8" grade 5 bolt with a grommet on each side or wrap around the chassis and use a buckle to fasten it to itself.

Note: FWD drivelines that use driveshaft hoops must use same tether configuration to be attached to main or common hoop holder between chassis and hoop assembly.

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 leu 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)

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above apply.

Weights and Wheels

- 1) Tires must be street legal. No tread alterations of any kind-sharpening, cutting, re-grooving, or tread touch up is not allowed. 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. The width of the housings is to be like 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.
- 5)) 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.
- 6) Tires can be sanded/trued up, but CANNOT alter tread design, pattern angle or shape.
- 7) Weight box must be pinned after scale and before measuring hitch and **can't** be changed until done pulling.

Engine

- 1) Engine must be the same make as vehicle. Rear edge of block to center of axle can be no less than 14". May only run cast iron blocks with any cast iron heads or aluminum type heads also acceptable 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) Any single 4500 carb flange, 4-barrel manifold required naturally aspirated. Sheet metal intake manifolds are allowed.
- 3) A 1% variance to the engine limit of 485 cubic inches.
- 4) Maximum engine bore spacing of 4.9 inch.
- 5) No electronic timing devices.
- 6) No traction control, no digital boxes.
- 7) All boxes must be sent away and sealed by MSD prior to pulling.

Body/Chassis

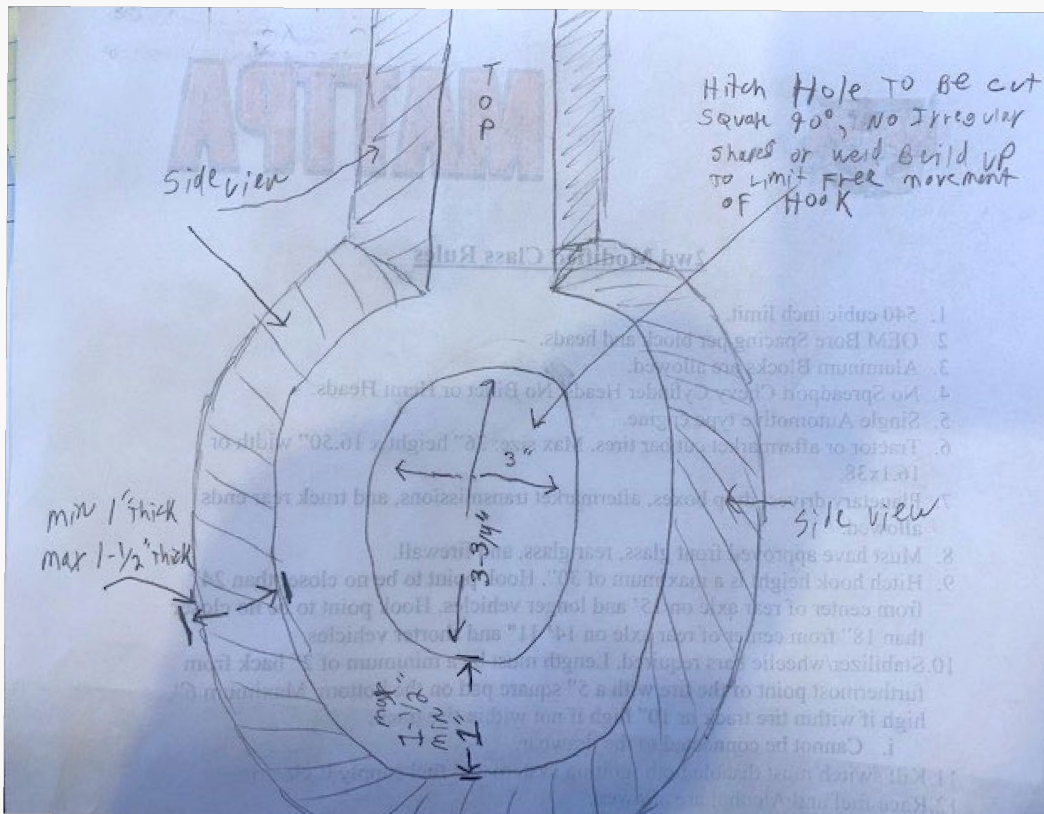
- 1) All body components must have factory production OEM frame.
- 2) Vehicle must retain original wheelbase plus or minus ½ inch and stock appearance, 133" maximum.
- 3) Hood scoops optional.

Hitch

- 1) Any nonmember or puller that does not conform to rules shall lose 2 inches of hitch height. Or 200 pounds of weight by their choice.
- 2) Hitch will be measured with NO ONE standing on the back of the pickup while measuring hitch. NO moving of weight after scale.

Drawbars

- 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 less than 36% of wheelbase.
- 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. This maximum cannot change during pull.
- 7) No "L" shaped drawbars. No "Reese style" or telescoping hitches. Stem must be rigid 1 piece.
- 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) 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 removed. Pins will be minimum of 7/8-inch diameter. Drawbar must be equipped with steel hitching device constructed of not more than 1 1/2 inch square nor less 1-inch square (1 1/8-inch round stock) with an oblong shaped hole of 3 3/4 inch long by 3 inch wide.
- 12) 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.

Transmission

- 1) Aftermarket transmission and transfer case allowed.

Fuel & Water

- 1) Alcohol fuels and propylene oxide 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.

DIESEL 4X4 TRUCKS (D4x4) 2.6

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above apply.

- 1) Maximum weight is 8000#
- 2) OEM Chassis is mandatory. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions and tube chassis are prohibited. Lengthening of frame allowed up to 158". Longer trucks (158-172") must maintain OEM measurements for body being used.
- 3) The body must be OEM truck body including the full bed floor. No flatbeds permitted. The body must retain the full sheet metal. Aftermarket hoods permitted. The hood must be closed and securely latched when hooked to sled.
- 4) Maximum cubic inch 460. Engine must be in OEM location for the body used. No aftermarket blocks permitted. Engine must have 3/8 cable surrounding #1 and #2 cylinders and must pass through the manifolds. 2 cables at splice with 4-6 inches of slack.
- 5) Cylinder head must be OEM or OEM replica for brand of engine. Outside of cylinder head must measure factory width and length. No billet heads of any material. Head must retain factory OEM valve angle. No deck plates permitted. Side draft and aftermarket intake manifolds are allowed.
- 6) Hook point to be no closer than 44" of centerline of rear axle. Maximum hitch height of 24" with a minimum of 3.75x3" opening. Hitch must be stationary in all directions. Hitch must be frame mounted. The use of Reese style hitches is prohibited. Hitch must be centerline of rear axle or behind. Hitch must not exceed 25 degree angle from pivot point to hook point. Drawbar height adjustment link if attached to rear differential housing the attaching point must be at axle centerline or below. The drawbar adjusters cannot attach to anything above centerline of the rear axle. The adjusters can only go straight downward vertically or towards rear differential housing. No slotting of holes for adjuster attachment. No hitch supports or adjusters fastened to rear axle housing shall be above center point of rear axle. Pivot pin of drawbar can be no further forward than the centerline of rear axle.
- 7) Turbo is limited to a 2.6" inducer bore. Bore must be smooth. No MAP Width Enhancement groove (MWE) allowed. Compressor wheel must protrude into 2.6" bore for 1/8". Bore will be checked with a 2.605" turbo plug. Plug must not be able to enter inducer bore and contact 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.
- 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 including helmet. Seatbelt/restraint must be worn.
- 13) The complete OEM floor plan is mandatory. Vehicle must maintain a complete firewall. Additional gauges and pillar pods are permitted.
- 14) Hand throttles permitted. Diesel fuel only. No propane or N02 or any other oxygen enhancers allowed.
- 15) Fuel Systems: Maximum of one P7100 pump (2 5/8"W x 9 9/16"L x 8 3/16"H main pump body), limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps is allowed. Ford Powerstroke engine may utilize a second HPOP. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat.
- 16) OEM rear or 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 hold 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 are prohibited. Aftermarket torque converters, valve bodies, and internal components are permitted.
- 25) SFI bell housing and/or SFI blow proof bell housing or SFI blanket type shield must be used.
- 26) Water injection is prohibited.
- 27) Air to air intercooler only. No ice or water permitted truck during competition.

STREET MODIFIED 2WD TRUCKS (STMOD2WD)

Unless specifically outlined below in the class specific rules, the Truck General Rules and the overall General rules outlined above apply.

- 1) Automotive 485 cubic inch limit. Motor must match make of vehicle.
- 2) Carburetor – no cfm limit, factory fuel injection only, prom modification allowed. Only one carburetor allowed.
- 3) Aftermarket intake allowed. No tunnel rams.
- 4) No modifications to the frame other than reinforcement. No cut frames.
- 5) No body alterations with the exception of cut hoods to allow for headers and air cleaner.
- 6) Radiator must be in stock position. Engine must be in relatively stock position.
- 7) Stock appearing vehicle. No gutting of vehicle except floor of box but must have a cover over box, heater box, and gas tank can be removed. Front bumper must remain on vehicle.
- 8) Original suspension blocked only. Front and rear allowed.
- 9) Cepek, Goodyear, Firestone, or DOT approved bar tires (cutting allowed). Non-DOT or triple rib tires allowed on front with T.I. approval. Footprint for standard tire 34"x15.5"x15".
- 10) Hitch hook height is a maximum of 28". Hook point to be no closer than 30" from center of rear axle.
- 11) Stabilizer/wheelie bars required. Length must be a minimum of 2" back from furthest point of the tire with a 5" square pad on the bottom. Maximum 6" high if within tire track of 10" if not within tire track.
 - a Cannot be connected to the drawbar
- 12) Headers allowed, must have collectors running up and out.
- 13) No aftermarket or aluminum heads.
- 14) 2 ton rear end allowed.
- 15) ½ ton a-frame swap allowed on ¾ ton, 1/2 ton straight axle allowed on any make or model.
- 16) Kill switch must disable both ignition system and fuel supply if electric.

6200 LB Naturally Aspirated Two Wheel Drive Trucks

If first truck goes past 330 feet; they must reset the sled

Engine

- 1) 540 cubic inch limit +1%
- 2) Only one automotive type of mass-produced engine, with only two valves per cylinder
- 3) Engine block must have standard OEM bore spacing and accept a stock OEM automotive crankshaft
- 4) Aftermarket cast iron block is allowed but aluminum blocks will NOT be allowed
- 5) NO HEMI or BILLET spread port heads. Only 2 valves per cylinder.
- 6) Any cast iron head with stock OEM intake pattern is allowed
- 7) Hand/CNC, porting, straight planning, larger valves and raised port heads are allowed.
- 8) NO angle planing of the heads
- 9) All carburetor or fuel injection butterfly throttle shafts must have dual return to idle arms and springs, one on each side.
- 10) No computers allowed that automatically control any mechanical operation of the competing engine, clutch, or vehicle
- 11) No electronic fuel injectors or metering devices will be allowed.
- 12) No electronic traction control allowed
- 13) No electronics to engage clutch will be allowed
- 14) Electronic control devices or programmable boxes for ignition timing are prohibited
- 15) Aluminum Heads allowed.
- 16) Small tire trucks run at 6500 lbs.

Fuels

- 1) Usable fuels – VP Racing Fuel, absolutely no additives – (except top lube)
- 2) No nitro, nitrous
- 3) All fuel lines must be steel braided or high pressure reinforced rubber. No plastic tubing allowed unless OEM installed and approved.

Tires/Weights

- 1) Tractor or aftermarket pulling tires. 44.8" height x 19.40" width or 16-1-18.4
- 2) No dual rear wheels allowed
- 3) Weights cannot extend more than 12 inches from drawbar

Chassis

- 1) Maximum wheelbase on all trucks is 165 inches regardless of body type
- 2) Air or hydraulic devices to raise or lower the front of the chassis is prohibited
- 3) Maximum length to be 15 feet from center of rear axle to furthest most forward point
- 4) The 15 feet from center of axle overall rule will apply to all TWD trucks except for a 10" inch over length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed past 15 feet.
- 5) All vehicles must have vertical bumpers. Bumpers must extend minimum of 8" vertically. Bottom of bumper to be a maximum of 24" from the ground.
- 6) Maximum width of vehicle is 96"
- 7) Flip/Tilt top bodies or vehicles with less than stock size window openings must have a driver escape hatch no smaller than 17"x18"
- 8) Flip/Tilt top body type vehicles and vehicles with less than two working doors must carry an on-board Halon fire system with a minimum of three nozzles located in driver's compartment/engine compartment and fuel compartment. Must not be expired.
- 9) All vehicles must have an approved fire wall with no openings larger than ½"
- 10) Only ¼" Lexan, .060 steel, or 3/16 aluminum are the only materials allowed for firewalls. No plexiglass firewalls permitted.
- 11) White reverse light both to the rear of the vehicle and inside the cab visible by the operator and lit while vehicle is in reverse required in all classes

- 12) Kill-switch is required on all vehicles
- 13) Must be operated from the rear of the vehicle, mounted independent of the hitch, so that the sled can shut the vehicle down. There must also be a means of shutting the vehicle down within the driver's reach.
- 14) Mandatory 4-point harness and racing seat

Driveline Requirements

- 1) A minimum .060" thick aluminum or steel deflection shielding is required on both sides of all engines. Shielding must extend the complete length of block casting, cover the area of the block from the top of piston travel to 2" below the crank centerline and be securely fastened. Solid frame rails with no holes may serve as part of the shield.
- 2) All foot operated throttle pedals must have a toe-strap
- 3) All automatic transmissions must have a positive reverse gear lockout
- 4) All harmonic balancers must be rated an SFI 18.1 spec. A bolt to hold the balancer to the crankshaft is required.
- 5) Transmission bell housing and scatter blanket requirements:
- 6) All auto transmissions and torque converters must be covered 360 degrees from the rear of the engine block to the front of the tail shaft with an SFI 4.1 spec blanket or shield. Blanket must be fastened to the engine block with two straps, one above and one below the crankshaft centerline. Blanket must have 6" of overlap on the bottom with straps that are 2" wide and no more than 1" apart. Blanket must be fastened to the engine block with two straps, one above and one below the crankshaft centerline. Blanket must have 6" of overlap on the bottom with straps that are 2" wide and no more than 1" apart.
- 7) All manual transmission clutches are required to be surrounded by an SFI 6.2/6.3 spec bell housing or an SFI 4.1/4.2 spec scatter blanket that covers the entire bell housing area from the rear of the engine to the front of the transmission. No holes allowed in the bell housing other than those put in by the manufacturer or used for clutch engagement purpose.
- 8) Driveline brake must be surrounded 360 degrees with 3/8" thick steel and both ends closed with 1/8" thick steel.
- 9) Two-wheel drive trucks must have 2 working front or rear brakes

TRACTOR GENERAL RULES

No four-wheel drive model tractor is eligible.

No OEM cast component tractors allowed.

No billet blocks allowed. This rule does not apply to the MOD Tractor class and LLM Tractor class or Mini Rods.

Maximum tire size allowed for competition: 24.5x32 with a maximum of 210 -inch circumference+ 1%, when inflated to 10 psi. on a 26-inch-wide rim. Tread width not to exceed 25 inches.

Maximum tire size allowed for competition: 30.5x32 with a maximum of 212-inch circumference + 1%, when inflated to 10 psi. on a 28-inch-wide rim. Tread width not to exceed 31 inches. 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 1/4 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 an SFI spec. 6.2 bell housing 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 bell housing.

- 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) 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
- 11) The following rule will apply to all divisions that use solid driveline shields over 16 inches in length:

Note: this also applies to Mini Rod division and the intermediate shaft on FWD All driveline shield components must be tethered on each end by two opposing restraints, Tethers must attach at 180 degrees of each other and a minimum of 3" and a maximum of 6" from each end of each driveline shield component.

Tether to be constructed of a minimum of 2" wide by 1/8" thick nylon or polyester strap. One end of tether must attach to one side of the chassis then go around the driveline shield then attach to the other side of the chassis. Tether must be attached to chassis by a minimum of one 3/8" grade 5 bolt with a grommet on each side or wrap around the chassis and use a buckle to fasten it to itself.

Note: FWD drivelines that use driveshaft hoops must use same tether configuration to be attached to main or common hoop holder between chassis and hoop assembly.

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.

- 12) Bellhousing must be 6.1-6.2 or 6.3 with a certified SFI sticker and meet minimum OTTPA/USPA requirements. Can not have cracks or have had an explosion inside. Must have liner. 34 13)
- 13) Maximum 1/2 spacer allowed between engine block and transmission.

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. 7) No John Deere 6000 or 7000 ag chassis allowed

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

Fuel & Water

- 1) VP Fuel and water only with all vehicles. VP DX fuel allowed. 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 either: a) 1-1/2-inch certified cable or b) 2-3/8-inch certified cables with 4 clamps per cable with a 1 foot of overlap. 3) No titanium wheels in any turbo chargers allowed in any class. 4) New Turbo safety requirements. —See page 17 #29

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.
- 4) Auer market blocks allowed with the following exceptions (NOT allowed in LLP class)
 - a) Material
 - 1) Stock, recast, steel or aluminum with everything in stock location.
 - b) Specifications
 - 1) Stock crank to swing in block.
 - 2) Stock head bolt locations.
 - 3) Stock cam gears to work in stock location.
 - 4) Max. 1 inch over stock deck height for all classes, except SF class (SF class is max, height of 5/8) from center line of crank to top of block or deck plate.

Head Rule

1) Any cast or manufactured Cylinder head will be accepted. No billet or aluminum. Cylinder head must retain OEM (Length/Width/Height) for engine application. Valves must retain OEM angle for engine application. 2 valve per cylinder maximum. Cylinder head must retain OEM bolt pattern for exhaust manifold and intake bolt pattern must be used to attach the exhaust manifold and intake. Manifold must bolt 90 degrees to head. **Only exception is in LLP class.** Cast or manufactured heads can run for purse money; **but cannot** run for points in 2024.

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, Cockshut, 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)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above apply.

- 1) Weight is 6000 lbs. no tolerance unless noted otherwise.
- 2) Allowable fuels, alcohol, diesel, kerosene, any form of gas/race gas, absolutely no nitro methane or nitrous oxide allowed.
- 3) EFI is allowed on any engine combination listed below.
- 4) Maximum of one 650 ci billet automotive style engine hemi heads allowed with maximum blower size of 14-71 no overdrive limit, no screw blowers allowed.
- 5) One methanol fuel injected Allison v12 aircraft engine limited to 8.8 supercharger ratio with stock wheel and 8.1 with billet wheel overdrive ratio.
- 6) One carbureted gas Allison v12 aircraft engine limited to 9.6-1 supercharger overdrive ratio.
- 7) One carbureted gas Merlin or Packard style v12.
- 8) Any combination of N/A wedge head automotive style engines with a combined displacement of 1500 ci. A. Under 750 ci will be allowed to run at 7000 lbs.
- 9) Any combination of forced induction wedge head automotive style engine with combined displacement of 750 ci, no billet blocks or heads allowed.
 - A) Turbos limited to one per bank, non-staged.
Aluminum heads- 76mm inducer compressor side, 76mm exducer turbine side.
 - B) Types of engine driven blowers allowed are centrifugal and roots. No overdrive limit, no variable speed device, No screw blowers.
 - C) No intercoolers allowed.
 - D) Under 375 ci will be allowed to run at 7000 lbs.
- 10) One Ag or industrial style engine limited to 505 ci displacement on alcohol and unlimited displacement on diesel.
 - A) Aftermarket aluminum heads allowed no overhead cams or hemi style combustion chambers.
 - B) Ag or industrial diesel limited to 4.1" smooth bore with maximum 4.5" exhaust wheel, Intake wheel limited to minimum of 8 full blades; intake and exhaust wheel must protrude 1/8" into housing, no map width enhancement (MWE) allowed, exhaust must exit through max 4.5" bore in housing.
 - A) A) One Lycoming T53 L-13 turbine with water injection at 6200 lbs.
 - B) B) Twin Lycoming T53 L-11 with water and alcohol injection.
 - C) All turbines must be operated within military specifications.
 - D) Single T53 L-1, L-11 will be allowed to run at 7000 lbs.
 - E) One Lycoming T55-L5 Rated at 2200hp military spec. Must be sealed at authorized repair shop. No water or alcohol injection allowed.
- 11) Any combination of automotive style diesel engines i.e., Duramax, Cummins, Power stroke. Limited to 900 ci displacement, may run one turbo per engine limited to 76mm inducer compressor side and 88mm exducer turbine side. Intake and exhaust wheel must protrude 1/8" into housing No intercoolers, Water injection is allowed.
 - A) Under 450 ci will be allowed to run at 7000 lbs.
- 12) Allow 88X103mm turbos for 750ci Automotive engine and Ford GAA engine on alcohol limited to two non-staged turbo chargers, one per bank. 88mm inducer compressor 99mm exducer turbine side. Intake and exhaust wheel must protrude 1/8" into housing
- 13) Allow one small block ag engine on alcohol with 4.1in smooth bore inducer compressor side and 4.5 in turbo exducer turbine side. Intake and exhaust wheel must protrude 1/8 in into housing. No Map Groove. Exhaust must exit through 4.5 in housing. Not to exceed 460 ci. Overhead cam cylinder head allowed.
- 14) Allow 88X103mm turbos o 750ci Automotive engine and Ford GAA. Cast aluminum or iron wedge head. No billet. Conventional only. No Big Chief. No Hemi Heads.
 - A) 2 non staged 88mm turbo inducer compressor side and 99mm turbo exducer side.
 - B) 1 non staged 4.1in smooth bore inducer compressor side and 4.5in turbo exducer side. Intake and exhaust wheel must protrude 1/8 in into housing. No Map groove. Exhaust must exit through 4.5 in housing

CLASSIC MODIFIED (CLMOD)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above apply.

1. WEIGHT Maximum 5700 lbs. (If larger than 380 cubic inches maximum weight is 5,150 lbs)
2. TIRES: Maximum 18.4 x 38, Bias or Radial Cut or Uncut
3. AGE OF TRACTOR: 1972 and older, no home-made tractors.
4. FUEL: No pressurized fuels, no nitrous oxide, no nitromethane, and no propylene oxide. No alcohol fuels. Race gas may be used.
5. DRAWBAR: Drawbars must not exceed 20 inches in height or less than 18 inches from center of axle to hooking point. No part of drawbar may extend rearward beyond point of hook. No part of drawbar is to be attached to any point higher than the center of rear axle. Drawbars must be stationary in all directions. No clevis, absolutely no turnbuckles.
6. ENGINE RULE: Must be 410 cubic inches or smaller, 6 cubic inches may be added to engine that require a fresh re-bore, no engine may be larger than 410 + 1% cubic inches. If engine is larger than 380 cubic inches there will be a weight handicap of 550 lbs. Must be an industry standard small block, no big blocks.
Small block engine manufacture allowed:
 - a. GM 283, 302, 327, 350, 400
 - b. Chrysler 318, 340, 360, no 383-400
 - c. Ford 302-351 Windsor and Cleveland, no 360-390-400
 - d. IH engine 345, 392
 - e. Olds, Pontiac, and Buick 307, 350, 389, 400, 403
 - f. Must be a cast iron block, cast iron heads, no hemi heads, maximum eight cylinders, two valves, one spark plug per cylinder. Camshaft in block. The pump is a Tech tool only; engines under protest may be subject to a tear down. All pullers have the tear down option. All engines may be subject to a tear down by the OTTPA – Heartland Division Tech Officials as they deem necessary.
 - g. Center of axles to rear of block where bell housing bolts on is to be a maximum of 72 inches.
7. MANIFOLD, CARBURETOR: One four barrel naturally aspirated carburetor, 4500 base, Dominators allowed. Predators allowed, no aerosol carburetors. No fuel injection, no throttle-based injection. All intake manifolds can be low-rise type or high-rise type. No tunnel-ram, no sheet metal/aluminum intakes, no cased sheet metal type, no welded manifolds allowed. Headers must exit in an upward direction.
8. IGNITION: All ignitions must use an MSD model 6AL or 7AL-2 system or equivalent with an RPM limiting chip or dial. Tech inspections performed by using MSD model 89952 RPM Module/Chip Tester.
 - a. Engine RPM
 - i. Tractor engines will have an 8000 maximum RPM limit.
 - ii. Tractors must use a digital or analog style ignition system that utilizes a plug-in chip or dials to set engine RPM. No crank trigger and no magnetos allowed.
 - iii. Boxes must be easily accessible for officials to tech.
 - iv. Boxes may not be tampered/modified. Rivets must be original. If you drill a rivet out, you will have to buy a new box. If factory sealant/sticker is broken, a new box is mandatory.
 - v. Only the wiring per manufactures wiring diagram is allowed, and must be plainly visible. No other wires may be attached to any of the factory wires other than as specified per manufacturer wiring diagram.
 - vi. If RPM is 8100 or higher, you will be disqualified that night and receive last place money and points.
9. HOOD, GRILL, TRANSMISSION, REAR END, AXLE: All sheet metal to include Hood Grill, Fuel Tank (if part of the sheet metal) Side Metal, and Screens must be for that make and model and must maintain original dimensions in all directions (width, height, depth) but could be moved forward a maximum of 18 inches as a complete unit/assembly. Sheet metal must be 1972 or older. Some sheet metal modifications are allowed contingent upon OTTPA Heartland

Division Official approval. Agricultural rear ends must also be 1972 or older. Crossing sheet metal with different manufacturer is permissible. Bell housing and transmission may be removed if they were designed to be unbolted from the rear end at the factory. Auto transmission allowed, slipper clutches allowed, shifting allowed. Front ends may be homemade.

10. TOTAL LENGTH OF TRACTOR: Tractors maximum allowable length is 13 feet from center of rear axle to the furthest point forward, including weights.
11. SAFETY EQUIPMENT: Engine side shields must be incorporated. Drive shaft from bell housing to transmission must be shielded. No steel fans, all tractors must have wide front axles with a minimum of 32 inches between inside of tires. All electric fuel pumps and electronic ignitions must be wired to the kill switch. Neutral safety start switch is required. No factory cast iron tube frames allowed.

BIG BLOCK ECONOMOD (BBMOD)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above apply.

Engine Components

1. One V-8 cast iron production automotive engine block built by the original manufacturer allowed. The engine must have a cubic inch measurement not exceeding 475 cubic inches for big block engines. The only allowable engines are listed below:
 - General Motors: 396, 427, 454
 - Chrysler: 383, 400, 440
 - Ford: 429, 460
2. Only steel connecting rods are allowed. No other rods are allowed (including aluminum and titanium).
3. Lifters must be hydraulic flat tappet only.

Heads

1. Vehicles may use any cylinder head except Hemi.

Harmonic Balancers

1. Harmonic balancers must be approved or shrouded with $\frac{1}{4}$ " steel no more than one inch (1") from the balancer in any, direction of rotation, and must be securely fastened.

Fuels

1. Fuel must be delivered through a carburetor with a maximum of four (4) barrels. No injection system of any style or any turbo charging or supercharging will be allowed.

Maximum Weight: 6000 pounds

Maximum weight includes the driver, vehicle full of fluids (oil, fuel, water, etc.) and deemed ready to compete. A minimum 200 pounds of moveable weight is recommended. No tarp straps will be allowed to secure weight.

Rear End/Transmissions

1. Tractor-style only rear ends and transmissions. No additional gearboxes allowed.
2. All tractors must be equipped with automatic transmissions.
3. Flywheel inspection cover must be in place.

Body Components

1. Tractors must have matching hood and grill. Hood and grill components are not required to match the rearend of the tractor.
2. No portion of a modified tractor may exceed fourteen feet (14') forward of the center of the rear end

Tires/Rims/Wheels

1. Econo-Modified Tractors can operate with rear tires maximum size 18.4 x 38.
2. No radial tires allowed.

LIGHT LIMITED PRO STOCK TRACTORS (LLP)

Unless specifically outlined below in the class specific rules, the Tractor General Rules and the overall General rules outlined above apply.

- 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. See General Tractor Rules for more details. Only 24.5-32 tires allowed NO 20.8-38 tires allowed.
- 6) 8,500 lb. 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 inches. (+1 percent) de-cubing of larger engines allowed.
- 9) In order to run for points, you are not allowed to have a deck plate; deck plates are allowed if you are not running for points or doing a one-time hook.
- 10) 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) Turbo
 - a. Any 3x4 smooth bore turbo, no map width enhancement (MWE) allowed, intake and exhaust wheel must protrude into housing 1/8"
- 15) Aftermarket intake and headers allowed.
- 16) Bracket pulling after 20 tractors if approved by Promoter.
- 17) No aftermarket blocks allowed.
- 18) Any cast or manufactured Cylinder head will be accepted. No billet or aluminum. Cylinder head must retain OEM (Length/Width/Height) for engine application. Valves must retain OEM angle for engine application. 2 valve per cylinder maximum. Cylinder head must retain OEM bolt pattern for exhaust manifold and intake bolt pattern must be used to attach the exhaust manifold and intake. Manifold must bolt 90 degrees to head. Cast or manufactured heads can run for purse money; **but cannot** run for points in 2024. If you are running the recast or manufactured head, you must tell us. If you do not and get caught you will be suspended for 1 year and 10 days. If you are running the recast or manufactured head, you must tell us. If you do not and get caught, you will be suspended for 1 year and 10 days.

3200 Super Field Tractors

Unless specifically outlined below in the class specific rules, the Tractor General, Safety Rules and the overall General rules outlined above apply

3200 Super Field Tractor Rules

Maximum 3200RPM

- 1) Max OEM Cubic inch 466@3200RPM
 - a. 466-505 cubic inch @3000RPM (i.e.-Case 504)
- 2) 2. Max Tire Size 20.8.38 cut tires allowed
 - a. max circumference 220"
- 3) 8200 lbs.
- 4) OEM head to match model or series of engine.
- 5) OEM intake and exhaust manifolds (spacers allowed, max 1.5")
- 6) No water injection or intercoolers allowed.
- 7) Any MM A-pump or Max 13mm p-pump allowed.
- 8) SXE362 BorgWarner turbocharger allowed in addition to the current 3lm466 turbocharger.
 - a. Box turbo only, provided by FVP.
 - b. No enhancements allowed to MAP groove, wheels, internal housings, or center section of turbo
 - c. Effective 2021 thru 2022
 - d. Must be sealed within first two pulls.
 - e. No internal alterations of any kind, wheels, shafts, map groves or housings
- 9) All tractors must be equipped with female 110 Volt receptacle at rear of vehicle connected to DATA Log rpm sensor.
 - a) Plug in must be within 12" of kill switch for easy access.
- 10) Ruling for over RPM limit
 - b) First offense – Disqualification will receive last place points and no money for that hook.
 - c) Second offense - Banned for 1 year 10 days.
- 11) Fuel: VP DX racing fuel only
 - a) must have test port in fuel system for samples.
- 12) Tractors to be equipped with steel flywheel, steel clutch components.
 - a) 4.2 Clutch Blanket
- 13) All tractors must comply with general safety rules.

All other OTTPA tractor, chassis, safety, and clutch rules apply to this class.

**LIGHT LIMITED SUPER STOCK TRACTORS
(LLSS)**

Unless specifically outlined below in the class specific rules, the Tractor General, Safety Rules and the overall General rules outlined above apply.

CHASSIS-

- 1) Ag Chassis only. No component chassis
- 2) 24.5x32 & 30.5x32 tires allowed
- 3) Chassis must conform to engine being used. Must retain OEM clutch housing, transmission case, rear end housing, and axle housings
- 4) Must run either a one-piece frame extending from front of tractor to rear axle mounting bolts, or safety tie bars mounted to rear axle with at least 4 axle housing bolts and extending forward ahead of flywheel area.

ENGINE-

- 1) Engine must be OEM manufacturer block for tractor, or factory replacement block. No recast, billet, or aluminum blocks permitted
- 2) Maximum 315 cubic inch for twin turbo tractors. Twin Turbos limited to 3x4 smooth. Intercooler allowed.
- 3) Maximum 410 cubic inch for single turbo tractors. Single turbo limited to 3x4 smooth. Intercooler allowed.
- 4) Maximum 370 cubes for alcohol tractors. Single turbo limited to 3x4 smooth
- 5) 360 cubic inches with twin turbos, maximum 3x4 smooth bore, NO intercoolers.
- 6) 470 cubic inches with single turbo, maximum 3x4 smooth bore, NO intercoolers.
- 7) De cubing of engine is allowed.
- 8) Cylinder head must be OEM casting for tractor. No recast, billet, or aluminum heads permitted

WEIGHT: 6200 lbs

All other OTTPA tractor, chassis, safety, and clutch rules apply to this class