

2026 Proposed Rule Changes - All Classes

GENERAL RULE PROPOSALS

The following general rule proposals apply to all classes and will be voted on during the general session at the rules meeting **Saturday, November 22nd, 2026**, at the Margaritaville Resort in the Lake of the Ozarks.

For questions about general rules, please contact Taylor Van Beek or Kyle Petsch.

GENERAL PROPOSAL #1

Rule Reference: 3.1.10

PROPOSAL: Heads up points or no dropping zero if not in the three day window

GENERAL PROPOSAL #2

Rule Reference: 3.1.4a

PROPOSAL: No Bonus point for 1st place.

CURRENT RULE: 1st place receives 28 points, If 1st place is a non-points runner, then 1st place is 27 points.

GENERAL PROPOSAL #3

Rule Reference: 11.1.3b

PROPOSAL: Remove DQ for not wearing a Neck Brace

CURRENT RULE: If a competitor competes without wearing the neck collar or HANS device the competitor will be disqualified.

GENERAL PROPOSAL #4

Rule Reference: 9.1.6.6

PROPOSAL: The white out of bounds lines to be the same length on both sides.

CURRENT RULE: Track chalk line will be set for a minimum of 320 feet up to the maximum of area allowed.

NOTES/REASONING: Prevents confusion and keeps vehicles in the intended track area.

GENERAL PROPOSAL #5

Rule Reference: NEW

PROPOSAL: This isn't so much a rule change but I was wandering if outlaws could look into heats and finals for the bigger classes.

GENERAL PROPOSAL #6

Rule Reference: NEW

PROPOSAL: Dumping or draining intercooler without a catch pan within 100 feet of competition track is prohibited and can be a cause for disqualification.

GENERAL PROPOSAL #7

Rule Reference: NEW

PROPOSAL: Holganix Sweep Contests - Don't average the points per weekend on two hooks in single locations. Count each hook individually and add those points together.

GENERAL PROPOSAL #8

Rule Reference: NEW

PROPOSAL: Review how to improve the inconsistent scale readings from pull to pull

NOTES/REASONING: At times there is a 100-300 difference.

GENERAL PROPOSAL #9

Rule Reference: NEW

PROPOSAL: Review the dropping of hooks in the class.

GENERAL PROPOSAL #10

Rule Reference: NEW

PROPOSAL: Any truck that gets hooked in the safety hitch by an unqualified hooker will be allowed a repull in the position of the pullers discretion

GENERAL PROPOSAL #11

Rule Reference: NEW

PROPOSAL: Protestor will be allowed to be present during all stages of the protest, tear down etc.

GENERAL PROPOSAL #12

Rule Reference: NEW

PROPOSAL: Protest must be satisfied within 12 hours of the show of protest acceptance.

GENERAL PROPOSAL #13

Rule Reference: NEW

PROPOSAL: Protestee is not allowed to leave facility without tech presence until protest is satisfied.

GENERAL PROPOSAL #14

Rule Reference: NEW

PROPOSAL: If there are more than 14 in the class you get your choice to come back 6th or mid class

GENERAL PROPOSAL #15

Rule Reference: NEW

PROPOSAL: If there are 6 vehicles or less in a class, Track Officials will have the option to move a class to later in an event if a sled reset is necessary after the first tractor runs.

CLASS-SPECIFIC RULE PROPOSALS

SUPER FARM TRACTORS (SF)

Class Representative: Chad Weitzenkamp

CLASS PROPOSAL #1

Rule Reference: 25.5.3

PROPOSAL: Allow sf to mix own water or add more lube to vgm water

CURRENT RULE: VGM water is the only water injected water that is allowed.

NOTES/REASONING: Some classes are experiencing an issue with water pumps not having enough lubrication and needing to be replaced throughout the year.

3200 SUPER FIELD (32SF)

Class Representative: Adam Cerv

CLASS PROPOSAL #1

Rule Reference: 23.4.4

PROPOSAL: Make sure that turbos are sealed at the beginning of the year.

CURRENT RULE: Rule 23.4.4 states that the turbos must be sealed within the first 2 events of the season or during off season tech meeting. This did not happen this year - Need a unique seal that can't be removed

NOTES/REASONING: This did not happen this year.

DIESEL 4X4 TRUCKS 3.0 (DT30)

Class Representative: Ryan Stahl

CLASS PROPOSAL #1

Rule Reference: 14.4.5

PROPOSAL: Allow trucks using mechanical fuel pumps the ability to run a p8600 pump over a p7100.

CURRENT RULE: Max one P7100 2 5/8" w 9 9/16" L 8 3/16" H pump body. The use of multiple high-pressure common rail fuel pumps is legal. Power stroke engines with a single factory turbo may utilize a second HPOP. Pumps from different years in the same engine model may be interchanged. P7100 pumps are allowed to run RSV (ag governors).

NOTES/REASONING: The request is because common rail trucks can run anything they would like so why limit mechanical trucks. To get a P 7100 pump to perform where it needs it works it so hard that it robs horsepower just turning the pump.

LIGHT LTD MOD TRACTORS (LLM)

Class Representative: Bowdie Otte

CLASS PROPOSAL #1

Rule Reference: 21.3

PROPOSAL: Two (2) automotive type engines with a maximum 2.300" intake valve, limited to 18% overdrive with a maximum 8-71 blower, no Hemi, Pontiac, Oldsmobile, Big Chief or Big Duke style heads, 650 cubic inch limit.

NOTES/REASONING: Adam Kaser would like to run 2 Big Block Chevy engines in the LLM. From what we've had and dynoed for Sweet Pain engines over the years, I believe each one of these engines will make around 1500 HP, which makes 3000 total, similar to a full blown hemi which is allowed today in the LLM. He is willing to make an adjustment during the season if need be. This would be a rule similar to the 7400 Mod rule, minus 1 engine, so he could add another engine, change the overdrive and run in the 7400 Mod class. Our triple chevy competitors are dwindling and this could help. If 18% is not agreeable use ratios that are available such as 14 & 11. This allows them to change the top pulley to a 25 tooth, abide by the rules in the 7400 class and add diversity to that class.

CLASS PROPOSAL #2

Rule Reference: 21.3.9e

PROPOSAL: Allow the T55-L5 engine combination to use water and alcohol injection.

CURRENT RULE: One Lycoming T55-L5 Rated at 2200hp military spec. Must be sealed at authorized repair shop. No water or alcohol injection is allowed.

NOTES/REASONING: Allow this engine combination to be more competitive.

CLASS PROPOSAL #3

Rule Reference: 21.3.2

PROPOSAL: Allow a methanol injected Allison to run a 9.6 to 1 ratio supercharger when running stock pistons.

CURRENT RULE: 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.

LTD PRO STOCK TRACTORS (LPS)

Class Representative: Dave Novak

CLASS PROPOSAL #1

Rule Reference: 26.5.2

PROPOSAL: Allow LPS class to mix own water or add more lube to vgm water

CURRENT RULE: VGM water is the only water injected water that is allowed.

NOTES/REASONING: Some classes are experiencing an issue with water pumps not having enough lubrication and needing to be replaced throughout the year.

CLASS PROPOSAL #2

Rule Reference: 26.4

PROPOSAL: Box/Spec Turbocharger will be used for the 2026 pulling season

CURRENT RULE:

1. Allow any 4.1 smooth bore turbo with maximum 4.5 exhaust wheel.
 2. Intake and exhaust wheel must protrude 1/8-inch into the housing.
 3. No map width enhancement (MWE) is allowed.
 4. Exhaust must exit through max 4.5" bore in housing.
 5. Intake must be smooth with no slots or grooves to allow extra air.
 6. Compressor wheel must enter bore by 1.8" with a minimum diameter of 4.0 inches.
 7. Refer to rule 20.6.3 "Tractor General: Turbochargers" for inspection process.
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MODIFIED 4WD TRUCKS (4WD)

Class Representative: Layne Thornton

CLASS PROPOSAL #1

Rule Reference: Section 4

PROPOSAL: Add 9th and 10th Place prize money to the winning 650 CI motor in an effort to get more trucks.

CURRENT RULE: Class: 4WD - Purse: \$5500 - Places Paid Back: 10 - Pay Scale: \$1100, \$925, \$775, \$650, \$550, \$450, \$350, \$270, \$230, \$200

NOTES/REASONING: I believe the intent was if there were 8 or less trucks.

CLASS PROPOSAL #2

Rule Reference: 16.1.3

PROPOSAL: Allow Power Grid boxes

CURRENT RULE: No electronic traction control devices such as MSD digital, Davis Electronics or power grid will be allowed.

CLASS PROPOSAL #3

Rule Reference: 16.1.6

PROPOSAL: Change weight to 6200 lbs

CURRENT RULE: MOD 4WD vehicles will compete at a maximum weight of 6,350 lbs.

CLASS PROPOSAL #4

Rule Reference: 16.1.6

PROPOSAL: Change weight to 6400 lbs

CURRENT RULE: MOD 4WD vehicles will compete at a maximum weight of 6,350 lbs.

CLASS PROPOSAL #5

Rule Reference: 16.2.11

PROPOSAL: Delete - 16.2.11 - 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.

CURRENT RULE: 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.

CLASS PROPOSAL #6

Rule Reference: 16.2.12

PROPOSAL: Delete - 16.2.12 - All turn buckles that control drawbar height from ABOVE the drawbar must be vertical or angle BACKWARD from attachment point on drawbar to frame.

CURRENT RULE: All turn buckles that control drawbar height from ABOVE the drawbar must be vertical or angle BACKWARD from attachment point on drawbar to frame.

CLASS PROPOSAL #7

Rule Reference: 16.5.13

PROPOSAL: Allow Q16 fuel

CURRENT RULE: No pressurized fuel system. No M3, M5, or oxygenated type gas allowed. No nitro-based fuel nitro or power enhanced alcohol will be allowed, no oxidizing type fuels. Top lube allowed.

CLASS PROPOSAL #8

Rule Reference: 16.5.6

PROPOSAL: Amend to allow EFI

CURRENT RULE: Engines must be naturally aspirated only.

CLASS PROPOSAL #9

Rule Reference: 16.5.7

PROPOSAL: 540 CI or less factory bore space wedge headed motor can run a single carburetor and have a pro charger

CURRENT RULE: No superchargers or turbo chargers allowed.

CLASS PROPOSAL #10

Rule Reference: 16.6.4

PROPOSAL: Recommendation is to change it to "Maximum roll out of 112 inches"

Another option is to remove wording altogether and say: The maximum tire size of 112 inches which is measured with a device set on 112 inches with the tire off the ground and air pressure @ 30 PSI or whatever PSI the class decides.

CURRENT RULE: Tires are a maximum tire size to be 112-inch circumference on an 18-inch rim inflated to 30 PSI, with original bar not to exceed 18 inches in width before cutting.

MODIFIED TRACTORS (MOD)

Class Representative: Craig Ulmer

CLASS PROPOSAL #1

Rule Reference: 4

PROPOSAL: Change payscale to pay 10 places instead of 8

CURRENT RULE: Class: MOD - Purse: \$7000 - Pays Back: 8 - Pay Scale: \$1325, \$1125, \$975, \$875, \$825, \$725, \$625, \$525

NOTES/REASONING: The class averaged 10 tractors per event this year and does not look to decrease in the coming years.

CLASS PROPOSAL #2

Rule Reference: 22.3 and 20.3

PROPOSAL: "In 22.3 - Tires, it says; 2. Tire size shall not exceed 31 inches in width. The Parkes tire measures

32" on the face, do we change the rule or outlaw the Parkes tire? Let's have a spec rear tire, limit this to 1 tire manufacturer and model, for instance, only the Parkes 10 ply is allowed for the next 3 years."

CLASS PROPOSAL #3

Rule Reference: 22.4.16b

PROPOSAL: The proposal is to turn the screw down 1 turn per engine to 6300 HP total.

CURRENT RULE: Turbine engine, or combinations of turbine engines, are allowed from the T53, T55 & JFTD families, see list. B. A combination consisting of qty two (2) turbine engines from the T55 family as long as the combined actual dyno HP is not more than 6800 horsepower total. This is to be set, and tamper proof lead sealed, on the Nebraska Gas Turbine dyno with an OTTPA tech official present. One (1) turn of the fuel screw is equal to 250 HP per turbine.

PRO STOCK 4X4 TRUCKS (P4X4)

Class Representative: Mike Cumpton

CLASS PROPOSAL #1

Rule Reference: 4 **PROPOSAL:** Adjust the pay scale.

CURRENT RULE: \$900, \$675, \$550, \$425, \$325, \$275, \$250, \$225, \$200, \$175

CLASS PROPOSAL #2

Rule Reference: 10.13 **PROPOSAL:** Allow Traction Control for Pro 4x4 class.

CURRENT RULE: Traction Control is defined as any on board computer device that senses an input of increased rpm or lost of traction in the drive train occurring during the run and sends an automatic output to counter this input. This electronic exchange will have occurred without operator input. Operator and manually controlled devices to control traction are allowed.

CLASS PROPOSAL #3

Rule Reference: 13.2.2

PROPOSAL: "When measuring the hitch, light pressure may be applied to the vehicle so that all four tires to make contact with the ground. This will allow for a more accurate measured hitch height."

CURRENT RULE: When measuring the hitch, light pressure may be applied to a tire that is not touching the ground to have it make contact with the ground. This will allow for more accurately measure hitch height.

NOTES/REASONING: That way if they are super nose heavy and the rear is up, they can ensure that the back of the truck is touching the ground without gaining an advantage.

CLASS PROPOSAL #4

Rule Reference: 13.2.2

PROPOSAL: Must have rear tires on ground on scale with driver sitting in the seat and no one else on truck. Weight cannot be moved between scaling and hitch check.

CURRENT RULE: Hitch will be measured with NO ONE standing on the back of the pickup while measuring hitch. NO moving of weight after the scale.

NOTES/REASONING: The hitch height will be adjusted at that point with no one touching the vehicle so if the ass end is light the hitch will need to be lowered to be legal! The driver must be sitting in the truck when the hitch is measured as their body weight can change the rear percentage. No holding rear down to get hitch height of any kind. This is also where the 30% hitch will help as making the ass end so light will not help as much with a 30% hitch rule.

CLASS PROPOSAL #5

Rule Reference: 13.2.2

PROPOSAL: Hang a 100lb weight on the back of truck to measure the drawbar

CURRENT RULE: Hitch will be measured with NO ONE standing on the back of the pickup while measuring hitch. NO moving of weight after the scale.

NOTES/REASONING: Back of vehicles are light and this will help bring the back of the vehicle to the ground.

CLASS PROPOSAL #6

Rule Reference: 13.2.4 and 13.2.5

PROPOSAL: Move to a 30% hitch

CURRENT RULE: Hitch stem may be any length, as long as point of hook is not less than 36% of wheelbase. Hitch point to rear axles centerline must be a minimum of 36% of wheelbase. This distance cannot change during the pull.

NOTES/REASONING: it will even up the field with the guys that don't have a full fiberglass body as it will make the full steel bodied trucks more competitive and even up the field.

CLASS PROPOSAL #7

Rule Reference: 13.4.1 **PROPOSAL:** Engine does NOT need to match vehicle

CURRENT RULE: Engine must be the same make as vehicle.

CLASS PROPOSAL #8

Rule Reference: 13.4.5 **PROPOSAL:** Propose a change going to 500 cubic inch

CURRENT RULE: A 1% variance to the engine cubic inch limit of 485 cubic inches.

NOTES/REASONING: That is what most of the classes out east and up north are now, and it will give a bit more room for building the engines especially with the prostock nhra engines as most all the engines were 498-500 cube and would save a ton on getting crankshafts and rods built.

CLASS PROPOSAL #9

Rule Reference: 13.4.9 **PROPOSAL:** I would like to remove the sealed spark boxes

CURRENT RULE: All boxes must be sent away and sealed by MSD prior to pulling.

NOTES/REASONING: After talking with Davis Technologies you would not be able to find it on the vehicle unless Davis was the one to check the boxes and report back and we have not gained anything with this rule but cost us all time and money. Furthermore they now have tech available that can allow for timing and spark control as well as traction if used from an external point away from vehicle with a common phone or ipad type device using bluetooth so it is pointless to have this rule unless we go to no electronic recording devices like dataloggers as they can now be used to do same thing with gps speed and rpm.

CLASS PROPOSAL #10

Rule Reference: 13.4.9 **PROPOSAL:** Do away with the stickers on the MSD boxes. Since there is a protest rule on boxes there is no need for a sticker.

CURRENT RULE: All boxes must be sent away and sealed by MSD prior to pulling.

CLASS PROPOSAL #11

Rule Reference: 13.4.9 **PROPOSAL:** All msd must be checked yearly new stickers.

CURRENT RULE: All boxes must be sent away and sealed by MSD prior to pulling.

CLASS PROPOSAL #12

Rule Reference: 13.5.1 **PROPOSAL:** Tire Height - 33" max height, to be measured by diameter laying on the ground @ 35 PSI

CURRENT RULE: Tires must be street legal. No tread alterations of any kind are allowed. Sharpening, cutting, re-grooving, or tread touch up is not allowed. No larger than 33 x 12.50 x 16 or 305 x 70 R16 only DOT approved with factory stamp. The size must be displayed on the tire.

CLASS PROPOSAL #13

Rule Reference: 13.5.1 **PROPOSAL:** Tires will be DOT approved and must maintain original tread pattern. Maximum tire size is 305/70/16 or any 33x12.50 series tires not exceeding 33 inches in height. Tires will not track past 50% of front to rear width. NO BARRED TIRES.

CURRENT RULE: Tires must be street legal. No tread alterations of any kind are allowed. Sharpening, cutting, re-grooving, or tread touch up is not allowed. No larger than 33 x 12.50 x 16 or 305 x 70 R16 only DOT

approved with factory stamp. The size must be displayed on the tire.

CLASS PROPOSAL #14

Rule Reference: 13.5.2 **PROPOSAL:** Wheel Width - 10" min, 12" max

CURRENT RULE: Maximum 12-inch wheel width.

CLASS PROPOSAL #15

Rule Reference: 13.8.2 **PROPOSAL:** Power Mist Nitro X as accepted fuel additive.

CURRENT RULE: VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles.

CLASS PROPOSAL #16

Rule Reference: NEW **PROPOSAL:** Pro 4x4 Class needs its own fuel testing kit, so fuel can be tested that day of protest by class representative and Outlaw tech official.

CLASS PROPOSAL #17

Rule Reference: NEW **PROPOSAL:** Pro 4x4 are NOT allowed to change engine timing while pulling electronically or manually.

CLASS PROPOSAL #18

Rule Reference: NEW **PROPOSAL:** All trucks must be pumped at start of season or if any new comes they will be pumped before allowed to pull .

CLASS PROPOSAL #19

Rule Reference: NEW **PROPOSAL:** If you pump over you are to be torn apart before leave pull , there will not be done later.

CLASS PROPOSAL #20

Rule Reference: NEW **PROPOSAL:** All fuel must be checked if there is suspicious of hot gas.

CLASS PROPOSAL #21

Rule Reference: NEW **PROPOSAL:** Check all trucks periodically for electronic traction control devices.

CLASS PROPOSAL #22

Rule Reference: NEW **PROPOSAL:** At every event the 1st place truck will provide a fuel sample from their carburetor when class is completed.

CLASS PROPOSAL #23

Rule Reference: NEW (For Section 13.2) **PROPOSAL:** All hitches must be free moving for hook in all directions, no catching devices for hook.

CLASS PROPOSAL #24

Rule Reference: NEW **PROPOSAL:** Can't have body raised while measuring the hitch

PRO STOCK TRACTORS (PS)

Class Representative: Dave Yarick

CLASS PROPOSAL #1

Rule Reference: 28.5.6

PROPOSAL: Allow PS to mix own water or add more lube to vgm water

CURRENT RULE: VGM water is the only water injected water that is allowed.

NOTES/REASONING: Some classes are experiencing an issue with water pumps not having enough lubrication and needing to be replaced throughout the year.

540 LIGHT PRO STOCK (540)

Class Representative: John Narigon

CLASS PROPOSAL #1

Rule Reference: 27.4

PROPOSAL: Turbo Specs - Possible ideas:

- 4.8 smooth bore wimer 9 blade compressor wheel, non-map wheel, pro charger style impellor - 5 inches at the cover

CURRENT RULE: Any turbo allowed, with 4.5" max exhaust wheel. Exhaust Wheel must protrude 1/8" into housing. All exhaust to exit through max 4.5" bore in housing. Maximum 5-inch intake housing.

CLASS PROPOSAL #2

Rule Reference: 27.1.2

PROPOSAL: Change weight class to 8300lbs components, 8500lbs cast, or 8500lbs for components and 8700 for cast.

CURRENT RULE: Component chassis tractors will compete at a maximum of 8200 lbs. OEM Cast chassis tractors will compete at a maximum of 8500 lbs.

NOTES/REASONING: PPL went to components @ 8500lbs and cast @ 8700lbs last year.

CLASS PROPOSAL #3

Rule Reference: NEW

PROPOSAL: Factory Cast blocks required to have a tie down, recast blocks allowed with no tie down

LIGHT LIMITED PRO-STOCK TRACTORS (LLP)

Class Representative: Jeff Sievertsen

CLASS PROPOSAL #1

Rule Reference: 24.6.2

PROPOSAL: Allow LLP to mix own water or add more lube to vgm water.

CURRENT RULE: VGM water is the only water injected water that is allowed.

NOTES/REASONING: Some classes are experiencing an issue with water pumps not having enough lubrication and needing to be replaced throughout the year.

LIGHT SUPER-STOCK (AG) TRACTORS (LSSAG)

Class Representative: Cory Schlueter

CLASS PROPOSAL #1

Rule Reference: 30.1.4

PROPOSAL: Propose we change the rule to state all tractors alcohol or diesel will compete at 6200lbs.

CURRENT RULE: Light Super Stock AG tractors will compete at 6300lbs for diesel tractors and 6000lbs. for alcohol tractors.

CLASS PROPOSAL #2

Rule Reference: 30.7

PROPOSAL: Add 1855 Oliver rearend to use a 3208 Cat engine as a legal combination.

CURRENT RULE: Was not a specified combination.

NOTES/REASONING: This was a new combination that was not outlined in the acceptable combinations. The board has already agreed to this combination over the summer of 2025 but need to approve to add it to the rule book for 2026

CLASS PROPOSAL #3

Rule Reference: 30.7

PROPOSAL: Allow IH 400 series engine in 686 rearend with turbo limits. Lss ag class

CURRENT RULE: Was not a specified combination.

LIGHT SUPER-STOCK TRACTORS (LSS)

Class Representative: Allen Ulmer

CLASS PROPOSAL #1

Rule Reference: 31.4.1 and 31.4.3

PROPOSAL: Alcohol & diesel tractors both limited to 505 cubic inch +/- 1 %

CURRENT RULE: "31.4.1 - In the Light Super Stock class, the maximum cubic inches in an alcohol motor is 505 + or -1% 31.4.3 - Diesel fuel powered tractors are allowed a maximum of 540 CID."

NOTES/REASONING: Reasoning is the diesel 540 cubic inch limit was implemented several years ago to allow diesel super tractors to come run in the light super stock class. This is no longer needed or necessary as the diesel tractors in our class are 505 cubic inch and the LSS-AG class only allows 505 cubic inch as well. This also aligns us with the other national organizations.

CLASS PROPOSAL #2

Rule Reference: NEW

PROPOSAL: Limit the top turbo (atmospheric) intake wheels maximum size and a minimum of blades on the inducer. The below proposed limits are ideas, class discussion should decide size(s) and blade(s) at meeting.

- Single atmospheric turbo limited to 6.750" maximum and 6 blades minimum.
- Two atmospheric turbos limited to 4.800" maximum and 7 blades minimum.
- Three atmospheric turbos limited to 4.100" maximum and 8 blades minimum. the top turbo (atmospheric) intake wheels to a 4.800" maximum size and a minimum of 7 blades on the inducer.

NOTES/REASONING: Reasoning is we need to keep our class intact, the horsepower continues to go up and reliability goes down. We need a limit of some sort to keep things in line.

MINI ROD TRACTORS (MRT)

Class Representative: Ron Stone

CLASS PROPOSAL #1

Rule Reference: 33.3

PROPOSAL: Allow a T-53 L13. Use all engine safety requirements that are required in the LLM class.

SUPER MODIFIED 2WD TRUCKS (2WD)

Class Representative: Robert Zajieck

CLASS PROPOSAL #1

Rule Reference: NEW

PROPOSAL: Allow Power Grid boxes

PRO-STOCK SEMI TRUCKS (PSS)

Class Representative: Brent Roberts

No class-specific rule proposals were submitted for this class.

NATURALLY ASPIRATED 2WD TRUCKS (NA2WD)

Class Representative: Loy Woerman

No class-specific rule proposals were submitted for this class.

DIESEL SUPER-STOCK TRACTORS (DSS)

Class Representative: Tyler Boeckman

No class-specific rule proposals were submitted for this class.

All proposals are subject to board approval and class voting at the annual rules meeting on Saturday, November 22nd, 2026, at the Margaritaville Resort in the Lake of the Ozarks.