



OUTLAW TRUCK & TRACTOR PULLING ASSOCIATION

2027 Rule Change Proposals

Member Review Packet

BOARD MEETING

November 20, 2026

PREPARED FOR

OTTPA Members

PREPARED BY

Doug Ridder, OTTPA Competition Director – Kyle Petsch, OTTPA Chief Operating Officer

RULE BOOK REFERENCE

2026 OTTPA Official Rule Book, V. 2026.03 (06/25/26)

Please review each proposal.

These items will be reviewed by the OTTPA Board at its meeting on November 20TH, 2026.

How to Use This Packet

Every proposal from the proposal submission list and the Competition Director review of the rule book is collected here. Each one gets a numbered card so items can be referred to by number.

Each card shows

- **Current rule:** what the 2026 rule book says today, with the rule number.
- **Proposed:** the change, as submitted.

Executive Board reserves the right to add additional rules for discussion

The Executive Board reserves the right and the ability to add additional rules to this document that could be reviewed at the board meeting and the class breakout sessions.

How a proposal becomes a rule

Under Rule 10.5, class representatives present proposals to the full board at the annual meeting, then take a class vote of members who competed and held a membership in that class that season. Voting results return to the OTTPA Board for review and final approval. New rules are enforced January 1.

Where things are

Part A: General Rules (10 items). Points, drops, rainouts, protests, payouts.

Part B: Rule Book Clean-Up (1 item). Rainout clarification

Part C: Class Proposals (40 items in 13 classes). In rule book order, trucks first, then tractors.

At a Glance

54 items.

ID	Item	Rule
Part A: General Rules		
G-1	Rainout points for App-registered pullers	Rule 3.1.6
G-2	Rainout points: eligibility (from Kyle)	Rule 3.1.6
G-3	Dropped-hook schedule	Rule 3.1.10.e
G-4	Delete three dropped-hook restrictions	Rule 3.1.10.a, b, c
G-5	Fix the rule reference in 3.1.12	Rule 3.1.12
G-6	Test puller rotation and number draw	Rules 9.7, 10.7
G-7	Fuel pump protest fee	Rule 10.10
G-8	Season-end tear down of points winners	Rules 10.10, 10.11; Section 12 intro
G-9	4WD points fund payout	Rule 2.2
G-10	Raise class purses	Section 4
G-11	Remove the plastic trailer-brake kill switch ban	Rule 11.7.5
Part B: Rule Book Clean-Up		
R-1	Rainouts and the last-3-events attendance requirement	Rules 3.1.10, 3.1.11
Part C: Pro Stock 4WD Trucks (P4x4)		
P4x4-1	Automatic sled reset on a long first pull	Rules 9.7, 9.6.8
P4x4-2	MSD trigger wire requirement	Rules 13.4.7, 13.4.8
P4x4-3	Cubic inch limit: where the 1% variance applies	Rule 13.4.5
P4x4-4	Pumping procedure	Rule 10.10.2
P4x4-5	Tire specification	Rule 13.5
P4x4-6	Allow aluminum blocks	Rule 13.4.3
P4x4-7	Adopt the 4WD hitch rules (with a 36% minimum)	Rules 13.2, 17.2
P4x4-8	North and South series	Rules 2.2, 2.3
P4x4-9	Points fund versus hook fees	Rule 2.2; Section 5
Part C: Limited Pro Stock Diesel 4x4 3.0 Trucks (LPD30)		
LPD30-1	150-foot sled reset	Rules 9.6.8, 9.7.2
LPD30-2	Allow aftermarket blocks (align with national rules)	Rule 14.4.2
LPD30-3	"If it's SFI rated, it's legal"	Section 14 (various)
LPD30-4	Skip to the next class if the sled is reset	Rule 9.7.2
LPD30-5	\$5,500 purse using the 3.6 breakdown	Section 4
LPD30-6	Purse fuel charge in the contracts	Promoter contracts
LPD30-7	Added purse on Sunday through Wednesday pulls	Section 4
Part C: Modified 4WD Trucks (4WD)		
4WD-1	Reduce maximum weight	Rule 17.1.6
4WD-2	Traction control	Rule 17.1.3

ID	Item	Rule
4WD-3	Hitch mounting near the rear housing	Truck General Rule 12.2.11
4WD-4	Automatic sled reset on a long first pull	Rule 9.7
Part C: Super Modified 2WD Trucks (2WD)		
2WD-1	First pull limit without a sled reset	Rule 9.7
Part C: Light Limited Modified Tractors (LLM)		
LLM-1	Two T53 L-13 turbines, 2,800 hp cap	Rule 22.3.10
LLM-2	One T53 L-13 plus one T53 L-11, 2,800 hp cap	Rule 22.3.10
LLM-3	One T55 turbine set at 3,400 hp	Rule 22.3.10.5
LLM-4	Methanol-injected Allison supercharger ratio	Rule 22.3.2
Part C: Modified Tractors (MOD)		
MOD-1	Class position statement (no specific rule change)	Rule 23.1.3
MOD-2	New power plant: Detroit Diesel 60 Series, 14 liter, 3 turbos	Rule 23.4 (new rule #19)
MOD-3	Coil on plug ignition systems allowed	Rule 23.4 (new rule #20)
Part C: 3200 Super-Field Tractors (3200SF)		
3200SF-1	Over-RPM penalties	Rule 24.1.3
Part C: Light Limited Pro Stock Tractors (LLP)		
LLP-1	Prairie Performance catch can	Rule 11.3.4
LLP-2	International 466 in a JI Case tractor	Rules 25.3.1, 25.3.4
Part C: Super Farm Tractors (SF)		
SF-1	Deck plate thickness	Rules 26.3.1, 21.5.5
SF-2	Turbocharger: three options for the class	Rule 26.4
SF-3	Allow NTPA-legal tractors in OTTPA events	Rule 26.4
SF-4	Class weight 9,300 lbs	Rule 26.1.1
SF-5	Allow any NTPA-legal fuel	Rules 10.15.4, 26.5
SF-6	Send Off Current Turbo to be Sealed	Rule 26.4
Part C: Limited Pro Stock Tractors (LPS)		
LPS-1	Injection pumps and the new P7100	Rule 27.3.12
Part C: Pro Stock Tractors (PS)		
PS-1	More money	Rule 2.2; Section 4
Part C: Light Super Stock Tractors, AG (LSSAG)		
LSSAG-1	Class weights: choose one of three options	Rule 31.1.4
LSSAG-2	Displacement and turbo limits	Rules 31.4.3, 31.5
LSSAG-3	Effective date: 2027 or 2028 season	Items 4 and 5 above
Part C: Light Super Stock Tractors (LSS)		
LSS-1	No intercoolers	Section 32; Rule 11.12

No proposals received: D2.6 (Pro Street Diesel 4x4 2.6, PSD26); NA2WD (Naturally Aspirated 2WD); 540 (540 Light Pro Stock); DSS (Diesel Super Stock); MRT (Mini-Rod); PSS (Pro Stock Semi). Pro Stock Diesel 3.6 (PSD36), Light Limited Super Stock (LLSS), Super Stock Diesel Truck (SSDT) and 3500PF did not appear on the submission list.

Part A: General Rules

Points championship, rainouts, drops, competition procedure, protests, and payouts. Items G-1 to G-5 all touch Rule 3.1 and are best taken together.

G-1 Rainout points for App-registered pullers

Rule 3.1.6

Current rule	If the event is rained out and you are on site, you get 10 show-up points. If you are not yet at the event, you must be close enough to have been there 2 hours before the start time and call the entry clerk listed on the Outlaw App to get your 10 show-up points.
Proposed	All pullers registered on the App at the time of rainout is called receive "24" hook points.

G-2 Rainout points: eligibility

Rule 3.1.6

Current rule	Same as G-1: show-up points go to pullers on site, or close enough to have been there 2 hours before the start and who called the entry clerk.
Proposed	• Pullers must be registered on the App at the time an event is cancelled. • Rainout points are given only if the event is cancelled on the day it was scheduled. • A 0 (Zero) point total for a rainout would be allowed to be dropped.

G-3 Dropped-hook schedule

Rule 3.1.10.e

Current rule	Number of drops is set by the number of events at the start of the season: • 0 to 9 hooks: no drops • 10 to 18 hooks: 1 drop • 19 to 25 hooks: 2 drops • 26 or more hooks: 3 drops
Proposed	15 and fewer hooks receive 1 drop. More than 15 hooks receive 2 drops.

G-4 Delete three dropped-hook restrictions

Rule 3.1.10.a, b, c

Current rule	(a) Only competition hooks can be dropped. (b) Rain outs cannot be dropped. (c) A hook cannot be dropped if the vehicle competes at a non-OTTPA event on the same date, causing the vehicle to miss the OTTPA event.
Proposed	Delete 3.1.10.a, 3.1.10.b and 3.1.10.c. No reasoning was included in the submission.

G-5 Fix the rule reference in 3.1.12

Rule 3.1.12

Current rule	The example in 3.1.12 ends: "However, if you missed any of the last 3 events, Rule #10 will apply to the \$300 you are entitled to." Rule 3.1.10 covers dropped hooks. Rule 3.1.11 is the last-3-events attendance deduction.
Proposed	Change the reference from Rule 10 to Rule 11 (3.1.11).

G-6 Test puller rotation and number draw

Rules 9.7, 10.7

Current rule	9.7.1: The contestant who draws the lowest number is the test puller, with options to take the hook, drop the hook and re-hook immediately, or drop eight places. 10.7.5 / 10.7.6: All pullers have a number drawn to set pull order, and pre-entered pullers must use the number drawn for them.
Proposed	(1) A puller cannot be first (test) puller two times in a row. (2) Improve the "random" number generator. The submitter reports drawing first position in 5 of 14 hooks.

G-7 Fuel pump protest fee

Rule 10.10

Current rule	10.10.1: \$50 protest fee for any rule except head and engine check and ignition box. 10.10.2: \$2,000 for an engine-size pump or tear down. 10.10.3: \$1,000 for an ignition box inspection. 10.10.4: \$250 for a single-event ignition box protest. A fuel pump protest is not listed separately.
Proposed	Fuel pump protest fee raised to \$1,000.

G-8 Season-end tear down of points winners

Rules 10.10, 10.11; Section 12 intro

Current rule	Tech officials may inspect a vehicle for rule compliance at any time (10.11.2), and random class inspections can be assigned (10.11.4). Engine size protests can require a pump or tear down for a \$2,000 fee (10.10.2). In truck classes, an owner found illegal who believes the vehicle is legal may prove it by tearing down (Section 12 intro). There is no required end-of-season inspection of points winners.
Proposed	All points winners to be torn down at the completion of the season to prove legality, at the owner's expense.

G-9 4WD points fund payout

Rule 2.2

Current rule	4WD points fund is listed at \$12,000 (1st \$3,500, 2nd \$3,100, 3rd \$2,500, 4th \$1,900, 5th \$1,500). For comparison: 2WD \$15,000 and MOD \$16,000.
Proposed	Bring the 4WD points fund payout "more in line" with 2WD (\$15,000) and MOD (\$16,000).

G-10 Raise class purses

Section 4

Current rule	Section 4 sets a minimum purse and per-place payout for each class (for example PS \$5,500, SF \$4,500, LLM \$4,000, MOD \$7,000).
Proposed	"Raise class purse." The submitter noted they received no direction on this item.

G-11 Remove the plastic trailer-brake kill switch ban

Rule 11.7.5

Current rule	11.7 General: Kill Switch / Air Shutoff includes: "NO plastic trailer brake type switches allowed to be used for a kill switch." (11.7.5) The other 11.7 requirements stay in place: operated from the rear of the vehicle and mounted independent of the hitch (11.7.1), an automatic ignition kill switch or air shut off (11.7.2), a kill switch within easy reach of the driver (11.7.3), tech officials able to pull it from the rear (11.7.4), and the breakaway ring specification (11.7.6).
Proposed	Eliminate the "no plastic trailer brake type switches" rule (submitted as "general rule #6").

Part B: Rule Book Clean-Up

R-1 Rainouts and the last-3-events attendance requirement	
Rules 3.1.10, 3.1.11	
Current rule	3.1.10.b says rain outs cannot be dropped. 3.1.11 requires attending the last 3 events or a graduated deduction applies (25%, 50%, 75%), with exceptions for family emergency, natural disaster, or major breakage. A rainout is not a listed exception. The book never says whether a rainout among the last 3 events counts as attended.

Part C: Class Proposals

In rule book order. Classes with no proposals are listed on the At-a-Glance page.

Pro Stock 4WD Trucks (P4x4) | Section 13

P4x4-1 Automatic sled reset on a long first pull

Rules 9.7, 9.6.8

Current rule	No automatic reset. A sled change after the first hook is made by a tech official or sled operator, and the test puller then chooses to re-hook, drop eight places, or go last (9.7.2).
Proposed	Automatic sled reset if the first puller exceeds 330'.

P4x4-2 MSD trigger wire requirement

Rules 13.4.7, 13.4.8

Current rule	No electronic timing devices (13.4.7). No traction control, no digital boxes (13.4.8). The book has no rule on trigger wire type.
Proposed	No shielded or grounded MSD trigger wires. Two-wire harness only.

P4x4-3 Cubic inch limit: where the 1% variance applies

Rule 13.4.5

Current rule	"A 1% variance to the engine cubic inch limit of 485 cubic inches."
Proposed	CID is 485" maximum. The 1% tolerance applies only to pumping the engine. Clarify in the book.

P4x4-4 Pumping procedure

Rule 10.10.2

Current rule	The book mentions a pump or tear down for engine-size protests (10.10.2) but no pumping procedure.
Proposed	Discuss pumping requirements related to cranking speeds, starters, battery, and drive spud.

P4x4-5 Tire specification

Rule 13.5

Current rule	Street legal, DOT approved with factory stamp, no tread alteration. No larger than 33 x 12.50 x 16 or 305 x 70 R16 (13.5.1). Tires may be sanded or trued but not change tread design (13.5.3). The outside edge of the narrow-axle tire must overlap the centerline of the wide-axle tire by at least 1 inch (13.5.4).
Proposed	Tires will be DOT approved and keep the original tread pattern. Maximum size 305/70/16 or any 33x12.5 series tire not exceeding 33 inches in height. Tires will not track past 50% of the front or rear width. No barred tires.

P4x4-6 Allow aluminum blocks

Rule 13.4.3

Current rule	"May only run cast iron blocks with any cast iron heads or aluminum type heads ..."
Proposed	Allow aluminum blocks.

P4x4-7 Adopt the 4WD hitch rules (with a 36% minimum)

Rules 13.2, 17.2

Current rule	P4x4 (13.2) requires hitch point at least 36% of wheelbase; 4WD (17.2) requires 30%. Both share the 26 inch maximum height, 25-degree stem angle, and 6 inch adjuster limit.
Proposed	Adopt the Mod 4x4 hitch rules, except length is 36%, not 30%.

P4x4-8 North and South Series

Rules 2.2, 2.3

Current rule	There is no specific rule.
Proposed	Vote on whether to keep the North and South series. If kept, a puller must pick or designate a series. If ended, any 1-day pull not connected to another must be regional (within 2 days).

P4x4-9 Points fund versus hook fees

Rule 2.2; Section 5

Current rule	P4x4 points fund: \$5,000 per series (NW and SE). P4x4 hook fee: \$55.
Proposed	Discuss points fund payout versus hook fees. The submission says the payout "needs to increase."

Limited Pro Stock Diesel 4x4 3.0 Trucks (LPD30) | Section 14

LPD30-1 150-foot sled reset

Rules 9.6.8, 9.7.2

Current rule	Contestants will be allowed a second pull if the first pull does not exceed 100 feet.
Proposed	150' reset instead of 100'.

LPD30-2 Allow aftermarket blocks (align with national rules)

Rule 14.4.2

Current rule	"No aftermarket blocks." (14.4.2). The engine must be a stock-appearing engine from a one-ton or smaller pickup (14.4.3).
Proposed	Allow aftermarket blocks to align with national rules ("PPL," as written in the submission). Probably stay with cast, but whatever keeps the rules aligned nationally.

LPD30-3 "If it's SFI rated, it's legal"

Section 14 (various)

Current rule	Section 14 requires SFI-rated parts in several places (for example transmission shields, flex plates and flywheel shields in 14.8). Other parts have specific design limits.
Proposed	If it's SFI rated, it's legal.

LPD30-4 Skip to the next class if the sled is reset

Rule 9.7.2

Current rule	After a sled change, the first puller may re-hook, drop eight places, or go last, and the next puller to hook starts the class (9.7.2).
Proposed	If the sled is reset, skip to the next class.

LPD30-5 \$5,500 purse using the 3.6 breakdown

Section 4

Current rule	LPD30: \$4,500 minimum, 8 places: \$1,250, \$975, \$700, \$450, \$375, \$300, \$250, \$200. PSD36: \$5,500 minimum, 8 places: \$1,500, \$1,200, \$900, \$650, \$450, \$350, \$250, \$200.
Proposed	\$5,500 purse for LPD30, using the 3.6 class purse breakdown.

LPD30-6 Purse fuel charge in the contracts

Promoter contracts

Current rule	The rule book has no provision on fuel charges. Fuel rules are in 10.15 and 14.9.
Proposed	Purse fuel charge in the contracts.

LPD30-7 Added purse on Sunday through Wednesday pulls

Section 4

Current rule	Section 4 sets one minimum purse per class. It has no day-of-week provisions.
Proposed	Added purse on pulls Sunday through Wednesday.

Modified 4WD Trucks (4WD) | Section 17

4WD-1 Reduce maximum weight

Rule 17.1.6

Current rule	MOD 4WD vehicles compete at a maximum weight of 6,350 lbs.
Proposed	Change the maximum weight from 6,350 lbs to 6,200 lbs.

4WD-2 Traction control

Rule 17.1.3

Current rule	"No electronic traction control devices such as MSD digital, Davis Electronics or power grid will be allowed" (17.1.3). Timing retards and fuel lean-out must be triggered manually (17.1.4). General definition in 10.13.
Proposed	"Something about traction control." No proposal details were submitted.

4WD-3 Hitch mounting near the rear housing

Truck General Rule 12.2.11

Current rule	12.2.11: "Hitch cannot pull from the rear end."
Proposed	Amend to: "Hitch cannot be mounted to rear housing without rigid support to frame rails." The submission notes at least one truck has the mount resting on the housing but securely welded to the frame rails.

4WD-4 Automatic sled reset on a long first pull

Rule 9.7

Current rule	No automatic reset.
Proposed	Automatic sled reset if the first puller is more than 350'.

Super Modified 2WD Trucks (2WD) | Section 18

2WD-1 First pull limit without a sled reset

Rule 9.7

Current rule	No automatic reset. The ideal track length is 300 to 350 feet (9.1.1.c).
Proposed	"First Pull not longer than 350? feet without reset."

Light Limited Modified Tractors (LLM) | Section 22

LLM-1 Two T53 L-13 turbines, 2,800 hp cap

Rule 22.3.10

Current rule	Turbine combinations now allowed include one T53 L-13 with water injection at 6,200 lbs, and twin T53 L-11 with water and alcohol injection (22.3.10.1 and .3). All turbine engines must be operated within military specifications (22.3.10.6). Twin L-13 is not currently listed.
Proposed	A combination of two Lycoming T53 L-13 turbines as long as combined actual dyno HP is not more than 2,800 hp. It is to be set and tamper-proof lead sealed on the Nebraska Gas Turbine dyno with an OTTPA tech official present.

LLM-2 One T53 L-13 plus one T53 L-11, 2,800 hp cap

Rule 22.3.10

Current rule	Not currently listed. See LLM-1.
Proposed	A combination of one Lycoming T53 L-13 and one Lycoming T53 L-11 as long as combined actual dyno HP is not more than 2,800 hp, set and lead sealed on the Nebraska Gas Turbine dyno with an OTTPA tech official present.

LLM-3 One T55 turbine set at 3,400 hp

Rule 22.3.10.5

Current rule	One Lycoming T55-L5 "rated at 2200hp military spec," sealed at an authorized repair shop, with water and/or alcohol injection allowed (22.3.10.5).
Proposed	One T55 turbine set at 3,400 hp ("1/2 of 7400 mod class"), set and lead sealed on the Nebraska Gas Turbine dyno with an OTTPA tech official present.

LLM-4 Methanol-injected Allison supercharger ratio

Rule 22.3.2

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."
Proposed	Methanol-injected Allison limited to an 8.1 supercharger ratio with any wheel.

Modified Tractors (MOD) | Section 23

MOD-1 Class position statement (no specific rule change)

Rule 23.1.3

Current rule	MOD tractors compete at a maximum weight of 7,400 lbs (23.1.3).
Proposed	No rule change was submitted. The class submission is a statement from the proposer. As written, it says: • The goal is to keep diversity so fans see different looking vehicles and promoters have plenty of Modified tractors, and so competitors feel free to bring different ideas. • The class has added a tractor from Texas with 3 Fords, and over 14 years on the Outlaw board the proposer cites bringing back Allison V12s and turbines, keeping Chevys competitive, and keeping the Rolls Royce Griffon. • Time commitment in the shop is a barrier to new competitors, so the proposer avoids rule changes without great reasoning. • Merging Outlaw and NTPA rules can be done, but how it is done is crucial. • The proposer says 4 or 5 other associations, plus the Louisville truck show and The Pullers Championship, have adopted "Outlaw 7400" rules. • The 7,400 lb weight is central to the diversity of the class; a lighter weight hurts it, because tractors without the "normal" powerplant setup cannot keep the front end down.

MOD-2 New power plant: Detroit Diesel 60 Series, 14 liter, 3 turbos

Rule 23.4 (new rule #19)

Current rule	23.4 lists the engine combinations allowed in MOD (items 1 to 18). Any combination not listed must be approved by the OTTPA Board (23.4.1). The only diesel listed is one 903 Cummins V8, maximum 650 CID, with multiple turbochargers (23.4.4). EFI is allowed only on named combinations (for example Allison and Packard V12s, the Chrysler Hemi, and some turbo and Allison setups). An intercooler is allowed on the Chrysler Hemi (23.4.5.d). Water and methanol injection are addressed only for turbines (23.4.16.a).
Proposed	Add as rule #19: one (1) 60 Series Detroit Diesel, 14 liter, with 3 turbochargers. • 1. EFI is allowed. • 2. Water injection is allowed. • 3. Intercooler is allowed. • 4. Diesel fuel only.

MOD-3 Coil on plug ignition systems allowed

Rule 23.4 (new rule #20)

Current rule	Section 23 has no ignition-type rule. General Rules 10.15.9 and 21.5.7 prohibit computers that automatically control any mechanical operation of the engine, clutch or vehicle (except water injection), and 10.13 defines and prohibits traction control. EFI is allowed in MOD only on named combinations.
Proposed	Add as rule #20: coil on plug ignition systems are allowed. The proposer's reasoning, as submitted: • If this is allowed, it means grids are allowed. • Several classes specifically do not allow grids, citing traction control, yet some LSS tractors turn on more injectors when the computer says EGT or RPM is too high, and other classes have electronic fuel valves that richen or lean on the computer's command. • MOD already allows EFI on some engine combinations, so those engines can already change things like ignition timing from sensor inputs such as boost or RPM. • The 6 cylinder IH engine already has coil on plug, and the existing 10 liter Arias tractor would like to switch to it to get around magneto drive issues. • This is meant to make the rule clear in the MOD portion of the book.

3200 Super-Field Tractors (3200SF) | Section 24

3200SF-1 Over-RPM penalties

Rule 24.1.3

Current rule	24.1.3: First offense: disqualification, last place points, and no money for that hook. Second offense: banned for 1 year and 10 days. A puller can have the RPM rechecked against their tachometer, but the disqualification is not overturned. 24.1.1: "Rules are locked and will be the same for the 2025, 2026 and 2027 pulling seasons."
Put Info Effect By Exec Board. For 2027	Replaced 24.1.3 "Ruling for Over RPM Limit" with: • First offense: DQ receives last place points and pay. Points cannot be dropped in the points race. • Second and any subsequent offense: DQ receives last place, no points, and no money. The 0 points cannot be dropped in the points race.

Light Limited Pro Stock Tractors (LLP) | Section 25

LLP-1 Prairie Performance catch can Rule 25.3.8	
Current rule	No intercoolers allowed.
Proposed	Vote to allow the Prairie Performance catch can, with a maximum size limit "to be determined before banquet." The submission says likely 8" x 8".

LLP-2 International 466 in a JI Case tractor Rules 25.3.1, 25.3.4	
Current rule	"Engine block and head must be OEM agricultural type for that brand of engine" (25.3.1). No engine larger than 466 ci (+1 percent) (25.3.4). Tractor General 21.5.4 requires an OEM engine block that matches the OEM chassis, with one brand exception: Allis Chalmers may run Detroit Series 40 or IH DT 466 (21.5.6).
Proposed	Vote to allow an International 466 in a JI Case tractor.

Super Farm Tractors (SF) | Section 26

SF-1 Deck plate thickness Rules 26.3.1, 21.5.5	
Current rule	"No engine larger than 640 CID (plus 1%) with 5/8-inch deck plate" (26.3.1). Tractor General 21.5.5 gives SF a deck height limit of 5/8 inch over stock.
Proposed	Change deck plate thickness from .625 to 1.000" to match NTPA.

SF-2 Turbocharger: three options for the class Rule 26.4	
Current rule	Hart's 3.6 x 4.55 smooth bore box turbo with a 132 exhaust housing only, no alterations (26.4.1 and 26.4.2). A one-time hook puller may run no larger than any 3 x 3 turbo or an old OTTPA box turbo (26.4.3). Rule 26.1.4 says SF rules are reviewed at the fall banquet.
Proposed	Open discussion as a class, deciding among three scenarios: • 1. Turbo stays the same as it is now. • 2. Mirror the NTPA's new turbocharger rules. • 3. Decide as a class to go in its own direction on turbo specifications.

SF-3 Allow NTPA-legal tractors in OTTPA events Rule 26.4	
Current rule	SF tractors must run the Hart's 3.6 x 4.55 box turbo (26.4.1). OTTPA members must also follow the safety rules in the latest NTPA Rule Book (page 8, Secondary Rules Oversight).
Proposed	Allow NTPA-legal tractors to run in OTTPA events. This lets them run the turbo they currently use.

SF-4 Class weight 9,300 lbs

Rule 26.1.1

Current rule	Super Farm tractors compete at a maximum weight of 9,200 lbs (26.1.1; Section 1 table).
Proposed	Change the weight of the class to 9,300 lbs to match NTPA.

SF-5 Allow any NTPA-legal fuel

Rules 10.15.4, 26.5

Current rule	"VP Racing Fuel is the only fuel that is allowed for use in all pulling vehicles" (10.15.4, 26.5.1). No other additives of any kind (26.5.2).
Proposed	Discuss allowing any legal NTPA fuel when running or using NTPA rules in the class.

SF-6 Require Current Turbos to be Sent Off and Sealed

Rules 26.4

Current rule	No Current Rule Exists
Proposed	Discuss and vote on sending off current turbos to be checked and sealed by Harts Diesel, the manufacturer of the turbo.

Limited Pro Stock Tractors (LPS) | Section 27

LPS-1 Injection pumps and the new P7100

Rule 27.3.12

Current rule	"The maximum size injection pump is a 7100 P-pump with maximum size plungers of 16 mm. No 8600 P-pumps. May run 15 ml cast iron housing Sigma's ... sent to Diesel Performance Engine (DPE) for inspection and sealed."
Proposed	Discuss injection pumps related to new P7100s.

Pro Stock Tractors (PS) | Section 29

PS-1 More money

Rule 2.2; Section 4

Current rule	PS points fund: \$11,250 each for NW and SE. Minimum purse: \$5,500. Hook fee: \$75.
Proposed	"More Money." No amount or detail was submitted.

Light Super Stock Tractors, AG (LSSAG) | Section 31

LSSAG-1 Class weights: choose one of three options

Rule 31.1.4

Current rule	Diesel tractors: 6,300 lbs. Alcohol tractors: 6,000 lbs.
Proposed	Three options were submitted: • Option 1: Alcohol and diesel both 6,300 lbs (alcohol +300 lbs). • Option 2: Alcohol and diesel both 6,000 lbs (diesel -300 lbs). • Option 3: Alcohol 6,200 lbs, diesel 6,300 lbs (alcohol +200 lbs).

LSSAG-2 Displacement and turbo limits

Rules 31.4.3, 31.5

Current rule	Maximum 504 ci total (31.4.3). Alcohol 510 to 640 ci: one 4.1 maximum turbo (31.5.1). Diesel 510 to 640 ci: one maximum 5 x 5.25 inch turbo (31.5.2). 505 ci and lower: up to 4 turbos, 3 stage max, diesel or alcohol (31.5.3).
Proposed	Item 4: Limit 640 cubic inches with a 4.1 smooth bore or slotted, up to the class to decide. Item 5: 505 cubic inches limited to two turbos with a limited top charger size, class will decide.

LSSAG-3 Effective date: 2027 or 2028 season

Items 4 and 5 above

Current rule	Rule changes voted at the annual meeting are enforced January 1 (Rule 10.5).
Proposed	Decide whether to mandate the LSSAG-2 rules for the 2027 or the 2028 season, up to the class.

Light Super Stock Tractors (LSS) | Section 32

LSS-1 No intercoolers

Section 32; Rule 11.12

Current rule	The LSS section does not address intercoolers. Rule 11.12 sets mounting and shielding requirements for them, which suggests they are currently permitted. LSS (AG) allows them only on 360 ci or smaller engines (31.4.12).
Proposed	No intercoolers allowed.