

2024 Rule Book

Warranty Disclaimer

The rules listed in this rule book are intended as guidelines for the sport of tractor and truck pulling. The rules relating to the safety of equipment are the responsibility of each driver who participates in the sport of tractor and truck pulling under these rules. No expressed or implied warranty of safety is intended, nor may be inferred from the publication of these rules, or the compliance therewith. Nothing herein should be construed as a guarantee against injury or death to participants, bystanders or spectators.

GENERAL RULES

No person or group of persons have the authority to override the Rules.

Event Procedures and Requirements:

1. All pulls sanctioned by MPTC using MPTC's name, rules, point system, etc. must purchase MPTC's insurance and must be paid on or before due date of that year to be a point's pull. When event dates conflict, the longest established event has precedence in class selection, on its traditional date, if the classes were booked in the previous year.
2. The classes listed in the rulebook are the only classes sanctioned by MPTC. Special permission must be obtained from MPTC for any additional classes or variations in classes.
3. No pulls will be added as a point's pull after the schedules are printed.
4. The Promoter's responsibilities include arranging for the grounds and all needed equipment for running the pull. Equipment needed for the pull includes a sled (pull back tractor if not self propelled sled), tractor with track grading blade, packer, water truck, scales, tow vehicles, fire extinguishers, sound system, lights (if a night pull), seating and fencing for crowd control and lime and lime applicator for marking track boundary. Please ensure that the sled booked will accommodate your event classes. Must have proof of current certification and insurance.
5. In the event of conflict between the printed rule book and the website, the website will take precedence.

Track & Pull Offs:

1. The minimum width of the track must be 30 feet (preferably 35 feet).
2. A staging area for the sled (and pull back tractor) plus a safety run off area of approx. 1/3 of the length of the pulling track is required.
3. A minimum of 3 (three) 20 lb. fire extinguishers compatible to fuels used must be readily available at the track area.
4. No one is allowed on the track except the contestant, crew person and people needed to operate the pull.
5. All spectators must be a minimum of 15 feet back from the edge of the track.
6. The pulling track must be maintained and packed with an adequate amount of moisture in the track to control dust. Water is not to be added during the pull without the approval of the track official.
7. Riders are not allowed in the pull back tractor or track maintaining equipment.
8. Number of riders on support vehicles not to exceed number of seats.
9. White disqualification lines will be 320 feet for the entire contest. The track will be clearly marked for 320 feet. MPTC would prefer a 300 foot track; but may use a 320 track or a floating finish at the decision of the track official and promoter. In accordance to rule 2, the track may be less than 300 feet to accommodate run off.
10. In a pull off each puller will hook in the order that they qualified for the pull off. No dropping of positions is allowed in a pull off. Time should be granted before pull off commences if possible.
11. If the track official believes that an error has occurred in the sled setting the class may be restarted. If there is breakage or sled malfunction the class MUST be restarted. In this case the first puller may come back first or drop to last pulling position.
12. In a pull off a floating finish will be used for all competitors.

Weigh In/Registration:

1. Only Modified Farm and Pro Stock may be entered in a maximum of two classes but only once in each class during an MPTC sanctioned pull.
2. No mixing of classes at the same event without approval.
3. Drivers must be at least 16 years of age. If under 18 years of age, driver must have parent's written consent.
4. All pull positions must be drawn not assigned. This process must be done for each class.
5. Classes in a given event will be run in that event, but not necessarily in the posted scheduled order.
6. Entries may not be added to a sanctioned class once that sanctioned class started.
7. All sanctioned drivers must be members of MPTC. All non sanctioned competitors must pay a non sanctioned hook fee.
8. The universal numbering system for each class is as follows: the first digits in the number are the upper limit of the weight class and the last digits signify the order of pull. For example, number 9501 – 9500 is the weight class and the number 1 signifies the first puller.
9. All pulling vehicles must be weighed prior to or immediately following competition with the driver seated on or in the pulling vehicle. The maximum weight per class includes both the pulling vehicle and the driver.
10. If onsite scales are malfunctioning or in operable, the track official and sanctioned classes participating at the event must have a meeting, and all participants must unanimously agree to use the Honour System regarding weigh in for the classes to be a points pull and regular payout, otherwise the pullers or classes that do not agree with the Honour System will be a split purse and points to each competing vehicle.
11. All track crew and track maintenance crew, pullers and crew are required to complete online, once, yearly, and have available to show, the digital insurance waiver at registration to receive and display the wrist band at every event.

Points: Awarded only to full vehicle registrations

1. The first-place vehicle receives a total of 15 points plus 5 show points as long as registered. Each subsequent placing vehicle will then be awarded one less point plus the show points as long as registered and no rule violations or disqualifications are imposed. These points are to be calculated by the Secretary of MPTC. Points go to the pulling vehicle, not the driver. It is the responsibility of the puller to register the vehicle under the owner's name.
2. Any vehicle that hooks up to the sled and makes a measurable pull (one inch or greater) will receive points for that class; regardless of sled reset or breakage.
3. Tie breakers for year end points will be the highest number of wins, seconds or thirds.
4. Points are added up to determine the year end points champion. Year end points champion trophies are awarded at the annual banquet.
5. Points fund to be awarded to vehicles that participated in 51% or more of their class completed hooks.

Track Officials:

1. The Chief Track Official (or their appointee) will be in attendance at every MPTC sanctioned pull. He will have the authority to enforce all rules and inspect any pulling vehicle at his discretion and convenience.
2. The decision of the Track Official is final, but is subject to appeal to the track official committee.
3. The appeal process must be done by filling out an appeal form available at the registration trailer or online, within 48 hours of the event as stated in policies and procedures
4. The Track Official's duties include instructing the flagmen and the two people hooking and unhooking the vehicle to the sled as to their duties. Safe procedures are of prime importance.

Pullers' Procedures:

1. No pulling vehicles are to be left running while unattended by the operator. Operators must be in the seat of the pulling vehicle at all times when the vehicle is running.
2. No riders are allowed in or on pulling vehicles while pulling, in the track area or pit area.
3. A puller may have the sled spotted on the starting line wherever they desire. The puller must notify the pullback tractor or sled operator in sufficient time to have the sled spotted before the sled returns to the starting line from the previous pull. If the preceding puller moves the sled a measurable amount, the next puller may have the sled relocated prior to their first attempt.
4. The first contestant of each class will be the test puller and at the completion of his or her pull may elect to pull again in third or last position. If a driver elects to do this, their first measurement will not be counted. All decisions on re-pulls must be made before leaving the track with driver knowledge of distance pulled. There will be no test pulls in pull-offs.
5. The contestant must pull at position drawn within 3 minutes of the time the track is ready. If a puller has a mechanical problem he must drop to the last position. (Rule called by Track Official.)
6. All sanctioned competitors are required to wear a minimum Snell SA 2010 approved helmet, that is in good condition as determined by the track or tech official.
7. All pullers in vehicles with roll cages must wear an SFI approved fire suit including fire proof balaclava and gloves. (minimum requirements – single layer fire suit, fire boots or leather work boots). Suit must be kept clean, oil free and in good repair.
8. All vehicles must be in neutral or park (transmission selector) while being hitched and unhitched. The driver should raise both hands while hooking and unhooking.
9. All pulls shall operate with 2 flagmen on the left-hand side of the track. The starting flagman will be responsible for the readiness of the track, pulling machine and contestant. The second flagman will be responsible for the balance of the course under guidance of the Track Official.
10. All pulls must be started from a tight chain and then the raising of two green flags by the flagmen.
11. Pulling vehicles must reduce power and come to a safe stop upon signal from the flagman. The signal will be the raising of a red flag by the flagman located alongside the edge of the track on the left-hand side of the pulling vehicle. The pull will be considered over when the forward motion of the sled stops.
12. Each contestant will be allowed two attempts to make a measurable pull. An attempt is defined as moving the sled a measurable distance. If the driver lets off on the throttle before going 100 feet on the first attempt, a second attempt will be granted, even if the vehicle rolls beyond the 100-foot mark. The second attempt will immediately follow the first. If no attempt is made to back off the throttle a second attempt will not be granted. One attempt only is allowed in pull-offs. Pull offs are always a floating finish.
13. When a vehicle is involved in an incident (runaway, broken hitch, accident, etc) it is to be quarantined immediately following the incident until properly inspected by the track or tech official or an appointed crew.

Vehicles:

1. All vehicles are subject to an inspection at any time. Refusal of an inspection bars the vehicle from pulling until inspected.
2. All pulling vehicles must have working brakes and steering systems without any defects.
3. Hitch point must be a bright contrasting color.
4. The hitch must be rigid in all directions and solidly mounted to the vehicle frame. All measurements are taken from the ground to the hook point.
5. "D" Hitching Device: The diameter of the hole is 3 wide x 3 ¾" long. From the rear point of the hole to the rear point of the hitching device is a maximum of 1½ inch. In all pulling vehicles over 9000 lbs. if the D hitch is bolted it must be fastened with two bolts. Bolts are to be grade 8 or better, size 1" inch primary (rear), ¾" inch secondary (front).
6. Tractors using a hammer strap hitch must use an adapter plate (double hitch). The sled hook must be in a vertical position to be able to pull.

7. All weights must be securely fastened on brackets and NOT in the cab or on the platform (no chains). The weights must not obscure the forward or rear vision of the driver. Weights must not restrict access to the operator station.
8. The introduction of any secondary pressurized fuels and/or gases is not allowed to the engine.
9. No fuel in the cab.
10. All sanctioned vehicles are required to use SFI components where applicable.
11. All vehicles with ignition type (gas, alcohol, etc) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles with high pressure mechanical fuel pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver.
All vehicles with diesel engines must use a spring-loaded air shut off that is functional from the rear of the tractor (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles with high pressure mechanical fuel pumps must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch (cable) of the vehicle.
All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.

Causes of Disqualification:

1. **Competitors caught tampering with or disabling of any safety equipment (ie blockers on the kill) will be disqualified for the balance of the season at the discretion of the board.**
2. Pull vehicle or support vehicles not operated in a safe manner at all times while on the grounds.
3. MPTC has a zero tolerance for the use of alcohol or illegal narcotics. No puller, track crew, official or pull volunteer may be under the influence of alcohol or illegal narcotics prior to pulling. No alcoholic beverages in the track area.
4. If a Track Official refers a complaint of unsportsmanlike conduct (profane language or threatening behavior, harassment, etc.) to the MPTC Executive and the puller(s) and/or pit crew is found to be in fault, then all accumulated points will be forfeited and he/she will be suspended for the rest of the pulling season. Further disciplinary actions will be up to the discretion of the MPTC Executive. Any threat(s) uttered to MPTC members or Executive will result in the immediate loss of MPTC membership for one year to the day. MPTC has the right to refuse membership to anyone guilty of past unsportsmanlike conduct.
5. The use of illegal equipment or illegal fuels.
6. Leaving the starting line under the red flag.
7. Out of bounds – This is described as the pulling vehicle touching or crossing the track boundary line.
8. Loss of ballast under the green flag.
9. Vehicles or pullers disqualified by rules 7 or 8 will receive last place points and retain show points based on the number of competitors in the class. In a pull off the vehicle will drop to last place points in the pull off.
10. Vehicles or pullers disqualified by rules 1 through 6 will not receive points or show points.

Rule Violations:

1. Any first-time violations will result in disqualification from that event (exception - RPM).
2. A second time violation for the same infraction will result in further disciplinary action. Exceptions to this rule are crossing the track boundary lines, RPM, exceeding speed limit, loss of ballast.

Protest:

1. Any contestant may protest another puller's vehicle or the puller by communicating the concern with the Track Official or their appointee of the MPTC by the end of the class (deposit must be received before protest is investigated). If the puller's vehicle or puller in question is legal the deposit is forfeited to the puller questioned; if illegal, the protester will get the deposit back. All protests must be made in writing, signed and submitted with a fee of \$500.00, (except if fuel, water or electronics are involved then fee is \$1000.00), within one hour of the class being finished. The protest must clearly define three items - Who is being protested, what is the subject of the protest (limited to one item per protest) and who is the protestor.

Inclement Weather:

1. A session of pulling will be called a completed show if one half of the sanctioned classes have been run. Any class cancelled after two-thirds (2/3) of the scheduled entries have pulled shall be considered a completed class for establishing if one-half of the sanctioned classes of a session or event have run.
2. Points and money to be divided equally to all classes that were not completed or started.
3. The Officials at the event (promoter, event director and Head Track Official) shall determine if and when an event shall be stopped because of inclement weather or track conditions.
4. If a rained-out class is rescheduled on a date other than the originally scheduled pull date, no points will be awarded.
5. If a session is cancelled prior to start time and the promoter retains no ticket revenue, competitors will receive no compensation.

CLASS RULES

VINTAGE TRACTORS

Eligibility of puller and tractor; all participants must follow and obey the MPTC general and class rules. Weight class is 5,750 lbs.

1. Tractor must be more than 30 years old;
2. All tractors must be 2-wheel drive. No 4wd allowed even if front drive is disconnected.
3. All tractors MUST retain stock appearance, and must have factory hood, grill, dash, platform and fuel tank. These items may be re-made from other materials as long as stock appearance is maintained. Fuel tank must be in original location if it forms part of the sheet metal of the tractor. An extra/alternate tank may be mounted in a different location. Battery may be relocated.
4. Tractors must have fenders, and those fenders must be as high as the outer radius of the tire and working brakes at all times. Non-stock fenders and seats are permissible.
5. Row crop front ends are permissible, but wide fronts are recommended.
6. Only Rubber tires allowed and can be no larger than 18.4 x 38"; any cut allowed on tires. No steel wheels. No duals. 8 or 9-bolt hubs, including weld-on hubs and clamp-ons, are allowed.
7. Only stock blocks or manufacturer's replacement allowed. Ex. Farmall M may use 281 block. Farmall 560 may use 301 block. No Red Diamond motors, no MM 800 blocks and no truck motors. Maximum cubic inches for motors, regardless of enhancements, will be 410 ci. All interior enhancements are allowed but engine must appear stock. Any updraft carburetor allowed if the number of barrels is the same. Rev limiters allowed and enhanced electrical systems are allowed. No engine deck plates, no secondary fuel. No diesel fuel engines allowed to run gas or propane. Must have working governor. Gas, diesel and LPG fuels only. No alcohol fuel allowed.
8. No weight frame or weight may extend more than 11 feet forward from centre of rear axle. No weights allowed behind the back axle except properly mounted wheel weights. All tractors must have stock wheelbase.

9. All tractors must have wheelie bars, minimum requirements are: A) 10 inches above ground max. B) The back of the wheelie bar is to extend a minimum of 6 inches behind the outer tire radius. C) Pads must be minimum 5 X 5 and spaced a minimum of 20 inches from outside of each pad, independent from the drawbar and must be able to support the heaviest weight of the tractor.
10. Drawbar height not to exceed 20 inches at point of hitch. Drawbar shall not be less than 18" (inches) from centre of rear axle to pull point. Drawbar must be secure in all directions.
11. No drawbar supports above centre line of rear axle unless attached to an original OEM drawbar.
12. RPM is limited to 30% over NATPA stock rating; maximum is 3000 RPM. Drawbars, RPM and weight may be rechecked at weigh scales or anytime by track officials.
13. All vehicles with ignition type (gas, alcohol, etc) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles equipped with high pressure mechanical fuel supply pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver.
14. All vehicles with diesel engines must use a spring-loaded air shut off that is functional from the rear of the tractor (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles with high pressure mechanical fuel supply pumps must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump, it must also be hooked to the kill switch (cable) of the vehicle.
15. All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style or the cable must pull completely from the vehicle.
16. A working fire extinguisher is required on the tractor.
Tractors must be naturally aspirated with the exhaust pointing straight up. No turbos allowed. Muffler and/or exhaust pipe may be aftermarket. No aftermarket headers allowed.
17. No experimental or prototype tractors. No tractors redesigned by conversion companies.

MODIFIED FARM TRACTORS

7000 lb Super Light Modified Farm

1. Gas/LP/Diesel Engines allowed with a maximum displacement of 330 cubic inches with a turbocharger. Gas/LP/Diesel engines that are naturally aspirated are allowed with a maximum displacement of 650 cubic inches. Engine must be manufacturers stock for that tractor.
2. One pull per vehicle per event. If there is no 7000lb class offered at an event, a 7000lb tractor may pull in the 8000lb class.
3. No de-cubed engines are allowed in the 7000lb class.
4. Tractors fuel system can be updated up to and including P series pumps. Gas and LP motors are permitted one carburetor. Carburetor updates and four-barrel carburetors are permitted. No mechanical or electronic fuel injection is allowed on gas or LP engines. The addition of one lift pump is allowed.
5. Turbocharger must have no more than 2.3" intake and no more than 3" exhaust measured at the smallest point of the housing. No water cooled, ball bearing or variable geometry turbochargers allowed. No bushing reducer or slug permitted. Map ring dimension limited to .200" slot is permitted.
6. Tractor exhaust systems must exit vertically. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8"

- minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.
7. Maximum RPM is 3100. A first offence of an RPM reading above 3100 will result in a verbal warning. Any further consecutive offences over 3100 RPM, will result in the puller receiving last place points and last place prize money pending a review of the offence by the 7000lb Class Representative, the 7000lb Class Tech Official(s), the tractor driver, and the Track Official. Tractors are to be equipped with a single magnet pickup installed on the engine front balancer or on the flywheel and are to be wired to the rear of the tractor. The wire must run externally and be completely visible to the Tech Official. All tractors will have their senders connected to the remote tachometer that is on the sled where possible.
 8. Aftermarket fuel tanks are allowed.
 9. Oil cooler eliminators are permitted. Intercoolers/aftercoolers are permitted if they came stock on that model of tractor.
 10. Tractors must have a hood, floorboards, fenders, grille, frame rails, transmission housing or clutch housing, and rear end for that model of tractor. Tires and wheels may be changed. Outboard brakes are permitted. All listed components used must be in their original position. (See rule #16 regarding updating sheet metal).
 11. Maximum drawbar height is 20 inches to the top of the hitching device. Minimum drawbar length is 18 inches from the center of the rear axle to the point of hook. (See General Rules-Vehicles)
 12. No weight frame or weight may extend more than 11' forward from the center of the rear axle. Weights can be added to the rear wheel centers. All weights must be secured on the brackets and not on the platform. No weights behind the rear axle.
 13. Aftermarket oil filter and oil filter housings, fuel filter and fuel filter housings are permitted. Aftermarket cross over pipes are permitted.
 14. All tractors with ignition type (gas, alcohol etc.) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles equipped with high pressure mechanical fuel supply pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver. All tractors with diesel engines must use a spring-loaded air shut off that is functional from the rear of the tractor (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles with high pressure mechanical fuel supply pumps must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch (cable) of the vehicle.
All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
 15. Manufactured front axles are permitted. Stock wheelbase is mandatory. No aluminum frame rails. Tractor must maintain original frame rails. Light front grilles and floorboards are permitted. Wide axles only, no row crop, single wheel, tricycle or narrow front ends allowed and front end must have minimum track width of 48".
 16. Sheet metal may be updated on a 7000lb tractor. Tractor's specifications must remain as per the original tractor, and the tractor will be teched as per the original tractor.
 17. "Wheelie Bars" are required. Bars must extend 2 inches beyond the edge of the rear tires. Stabilizer pads must be a minimum of 24 inches from the outside of one to the outside of the other, a minimum of 24 inches square each and a maximum height of 8 inches off of the ground when parked on a flat surface. Vertical bars are to extend up from the rear edge of the pad a minimum of 12 inches and are to be made of equal

- strength material as the rest of the bars. Bars are to be capable of supporting the tractor's weight in the heaviest class entered. No wheels allowed.
18. All tractors must have a functioning seat belt and the seat belt must be worn while the tractor is hooked to the pulling sled. Ladder bars and roll cages are permitted. If the tractor is equipped with a roll cage, the driver must wear a five-point harness and a fire suit.
 19. Any powershift transmission with more than one shift up (up and back, i.e.: Dual Power) requires an approved scatter blanket.
 20. It is mandatory that all tractors be equipped with a Deadman throttle. A fuel-compatible fire extinguisher must be mounted on the tractor within reach of the driver
 21. Only steel rims and centers are permitted. No aluminum rims are allowed front or back. Single and double cut agricultural tires are permitted. No puller tires are allowed.
 22. Maximum tire size of 18.4x38.
 23. If a steel fan is used, engine side shields must be installed. (See Pro Stock Rule #9 under chassis/sheet metal) Electric fans are recommended.
 24. Electric water pumps are permitted.
 25. Tech official and Class Representative decisions are final. Tractors may be inspected at any event.
 26. All tractors must be cubic inch checked and sealed before the start of the pulling season or first appearance during the pulling season. If the seal is broken, the vehicle must be rechecked before pulling again. The seal will consist of a wire going through two drilled oil pan holes. Engines must be checked by the appointed Tech Officials.
 27. No four-wheel drive or duals allowed.
 28. Prize money to be \$800.00 for five (5) tractors

8000 lb Class:

1. Tech. and rep. decisions are final. Tractors may be inspected at any event.
2. All tractors must be cubic inch checked and sealed before the pulling season or first appearance of vehicle during the pulling season. If the seal is broken the vehicle must be rechecked before pulling again. The seal will consist of a wire going through two drilled oil pan holes. Engine must be checked by appointed tech committee.
3. No four-wheel drive or dual wheels allowed.
4. Only if there is no 8000 class can an 8000 move up to 10500, if tractor meets Mod Farm 10500 class rules.
5. Maximum engine displacement 410 cu. In. turbo charged or 800 cu. In., naturally aspirated. Engine must be stock block for that model tractor with stock style head, intake and exhaust systems, excluding filter and muffler. A manufacturer replacement engine is allowed De-cubed motors are not allowed in the 8000 lb. class.
6. Injection pump can be up to and including P series pumps. Oversize injectors and lines are permitted.
7. One turbocharger only allowed. The use of an adapter plate is permitted to reposition the charger if necessary. The turbo must not be exposed. Turbo charger size limited to 2.75 inch inlet and 3.0 inch outlet measured at the face of the wheel. Turbo charger must be a fixed geometry design. Map width enhancement permitted. Map ring dimension limited to .200" slot. No ball bearing or water cooling of turbo charger is permitted.
8. No water injection or mixing of fuels. No pre or post coolers or ice unless factory equipped for that model.
9. The addition of one lift pump is allowed.
10. If a steel fan is used, engine side shields must be installed (See Pro-Stock rule 9). Electric fans are recommended.
11. Tractor exhaust systems must exit vertically. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each

- other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.
12. Tractors must have a hood, floorboards, fenders, grill, frame rails, transmission housing and or clutch housing, and rear end for that model tractor. Tires and wheels may be changed. Outboard brakes are permitted. All listed components used must be in their original position.
 13. Maximum drawbar height is 20" to the top of the hitching device. Minimum drawbar length is 18" from the centre of the rear axle to the point of hook (See General Rules – Vehicles).
 14. Maximum RPM is 3100. A first offense of an RPM reading above 3100 will result in a verbal warning. Any further consecutive offense over 3100 RPM the puller will receive last place points and prize money pending reviewed by the Class Rep., Tech Rep, puller, and Track Official. Tractors are to be equipped with a single magnet pickup installed on the engine front balancer or on the flywheel and wired to the rear of the tractor. Wire must run externally and be completely visible by the tech official. All tractors will have their senders connected to the remote tachometer on the sled where possible.
 15. No weights behind the rear axle. Weights can be added to the rear wheel centers. All weights must be secured on brackets and not on the platform. Front weights must be hung on stock weight brackets in original position with no fabricated extensions.
 16. All tractors with diesel engines must use a spring-loaded air shut off that is functional from the rear of the tractor (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles with high pressure mechanical fuel supply pumps must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch (cable) of the vehicle.
All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
 17. Wide front axles only. No row crop, single wheel, tricycle or narrow fronts allowed for this class and front axles must have a minimum track width of 48"
 18. "Wheelie Bars" are required. Bars must extend 2" beyond the edge of the rear tires. Stabilizer pads must be a minimum of 24" from the outside of one to the outside of the other, a minimum of 24 sq. in. each and a maximum height of 8" off the ground when parked on a flat surface. Vertical bars are to extend up from the rear edge of the pad a minimum of 12" and are to be of equal strength material to the rest of the bars. Bars are to be capable of supporting the tractor's weight in the heaviest class entered. No wheels allowed.
 19. All tractors must have a functioning seat belt and seat belt must be worn while hooked to the pulling sled. Ladder bars and roll cages are permitted. If the tractor is equipped with a roll cage the driver must wear a 5-point harness and fire suit.
 20. Any power shift transmission with more than one shift (up and back – i.e. Dual Power) requires an approved scatter blanket.
 21. It is mandatory that all tractors be equipped with a dead-man throttle. A fuel compatible fire extinguisher must be within reach of operator.
 22. Gas and LP motors are permitted 1 carb. Carb updates and 4-barrel carbs are permitted. Electronic ignition is permitted. No mechanical or electronic fuel injection is allowed on gas or LP motors.
 23. Oil cooler eliminators are permitted. Inter/aftercoolers are permitted if they come stock on the tractor.
 24. Aftermarket oil filter, oil filter housing, fuel filter and fuel filter housing are permitted. Aftermarket crossover pipes are permitted.
 25. Electric water pump is permitted.

26. Manufactured front axles are permitted. Stock wheelbase is mandatory. Light weight front grills and floorboards are permitted. No aluminum frame rails.
27. Only steel rims and centers are permitted. No aluminum rims, front or back. Single and double cut agricultural tires are permitted. No puller tires allowed.

10,500 Class

1. Tech. and rep. decisions are final. Tractors may be inspected at any event.
2. All tractors must be cubic inch checked and sealed before the pulling season or first appearance of vehicle during the pulling season. If the seal is broken the vehicle must be rechecked before pulling again. The seal will consist of a wire going through two drilled oil pan holes. Engine must be checked by appointed tech committee.
3. No four-wheel drive or dual wheels allowed.
4. Maximum engine displacement 540 cu. in. Engine must be stock block for that model tractor with stock style head, intake and exhaust systems, excluding filter and muffler. A manufacturer replacement engine is allowed but must be with the original stock injection pump.
5. Injection pump must be OEM stock appearing for that model with no visible modifications. Oversize injectors and lines are permitted. Tractors currently fitted with a Roosamaster injection pump may use a Bosch model 100 injection pump, this will be on a trial basis subject to handicap if needed.
6. One turbocharger only allowed with stock footprint. The use of an adapter plate is permitted to reposition the charger if necessary. Holes and slots are permitted in the original housing but all restrictors must be made of solid one-piece material affixed to the turbo. The turbo must not be exposed. If using holes or slots you must draw all air through a round hole of proper size in a tube no further than 6 inches from turbo compressor housing. Engines up to 475 cu. in. are limited in turbo size to 2³/₄" inlet and 3¹/₂" outlet. Engines between 475 cu. in and 540 cu. in. are limited to 2 5/8" inlet and 3" outlet as measured at the smallest diameter in housings. This is on a trial basis and subject to a handicap if needed.
7. No water injection or mixing of fuels. No pre or post coolers or ice unless factory equipped for that model.
8. The addition of one lift pump is allowed.
9. If a steel fan is used, engine side shields must be installed (See Pro-Stock rule 9). Electric fans are recommended.
10. Tractor exhaust systems must exit vertically. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.
11. Tractors must have a hood, floorboards, fenders, grill, frame rails, transmission housing and or clutch housing, and rear end for that model tractor. Tires and wheels may be changed. Outboard brakes are permitted. All listed components used must be in their original position.
12. Maximum drawbar height is 20" to the top of the hitching device. Minimum drawbar length is 18" from the centre of the rear axle to the point of hook (See General Rules - Vehicles). Maximum RPM is 3100. A first offense of an RPM reading above 3100 will result in a verbal warning. Any further consecutive offense over 3100 RPM the puller will receive last place points and prize money pending reviewed by the Class Rep., Tech Rep, puller, and Track Official. Tractors are to be equipped with a single magnet pickup installed on the engine front balancer or on the flywheel and wired to the rear of the tractor. Wire must run

externally and be completely visible by the tech official. All tractors will have their senders connected to the remote tachometer on the sled where possible.

13. No weights behind the rear axle. Weights can be added to the rear wheel centers. All weights must be secured on brackets and not on the platform. Front weights must be hung on stock weight brackets in original position with no fabricated extensions.
14. All tractors with diesel engines must use a spring-loaded air shut off that is functional from the rear of the tractor (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles with high pressure mechanical fuel supply pumps must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch (cable) of the vehicle.
All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
15. Wide front axles only. No row crop, single wheel, tricycle or narrow fronts allowed for this class and front axle must have a minimum track width of 48".
16. "Wheelie Bars" are required. Bars must extend 2" beyond the edge of the rear tires. Stabilizer pads must be a minimum of 24" from the outside of one to the outside of the other, a minimum of 24 sq. in. each and a maximum height of 8" off the ground when parked on a flat surface. Vertical bars are to extend up from the rear edge of the pad a minimum of 12" and are to be of equal strength material to the rest of the bars. Bars are to be capable of supporting the tractor's weight in the heaviest class entered. No wheels allowed.
17. All tractors must have a functioning seat belt and seat belt must be worn while hooked to the pulling sled. Ladder bars and roll cages are permitted. If the tractor is equipped with a roll cage the driver must wear a 5-point harness and fire suit.
18. 10500 - All tractors must have a ROPS as of the 2017 season and the ROPS must be able to support the tractor in the event of a rollover.
19. Any power shift transmission with more than one shift (up and back - i.e. Dual Power) requires an approved scatter blanket.
20. It is mandatory that all tractors be equipped with a dead-man throttle. A fuel compatible fire extinguisher must be within reach of operator.

PRO-STOCK TRACTORS

All tractors pulling in Pro-Stock classes must comply with all Pro-Stock rules.

Weight:

Pro-Stock Tractor classes are:

1. Light Pro Stock – 7000 lb Alcohol & 7500 lb Diesel/ Gas
Heavy Pro Stock – 9000 lb & 10000 lb
2. Weights must not extend rearward beyond rear tires. Weights must be securely fastened on brackets. Weights must not obscure hitching procedure.

Engines:

1. Engine must be manufacturer's specific for that tractor.
2. All tractors with ignition type (gas, alcohol etc.) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles equipped with high pressure mechanical fuel supply pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver.
3. All tractors with diesel engines must use a spring-loaded air shut off that is functional from the rear of the tractor (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this must be hooked to the kill switch (cable) of the vehicle.

4. All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
5. Cast Iron cylinder heads only. No aluminum heads, exception of Deutz OEM heads. Recast cylinder heads are allowed in Light and Heavy Pro classes. No overhead cams.
6. No engine driven fans allowed.
7. Tractors are recommended to have a catch can to collect all liquids from the engine's vents and overflows. Catch cans must be able to collect all liquids normally expelled from the tractor during the pull. Cans must be a closed container with an inlet and a vent.
8. Tractor exhaust systems must exit vertically. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.
9. Tractors require one cable that must surround the engine block and head. This cable must be placed between the first and second cylinder through the exhaust manifold port area. The cable must be a minimum of 3/8 inch thickness and must have a minimum of two clamps at the splice. The cable must have approximately 4 inches of slack.

Maximum Displacements:

1. Light Pro Stock: 7000 lb alcohol & 7500 lb diesel / gas Weight handicap can be reviewed and adjusted at anytime
 - 414 ci – unlimited turbocharger size with an inter/after cooler (diesel) (gas)
 - 315 ci – may run twin chargers up to 3x4 with intercooler (diesel)
 - 370 ci – maximum of 3x4 turbo and NO inter/after cooler allowed (alcohol)
2. Heavy Pro Stock: 9000 lb & 10000 lb
 - 540 ci – unlimited single turbo charger for both classes (diesel)
 - 505 ci – allowed intercooler (diesel)
 - 430 ci – may run twin turbos with intercooler (diesel)
 - 475 ci – single turbo no inter/aftercooler (alcohol)
3. All Pro-Stock tractors must be cubic inch tested and sealed before the pulling season or first appearance of vehicle during the pulling season. If the cylinder head is removed the bore and stroke can be measured or it can be done with MPTC cubic inch tester with the engine complete. If the seal is broken, the vehicle must be re-checked before pulling again. The seal will consist of a wire going through two drilled oil pan bolts. Engine must be checked by appointed Tech Committee.

Fuel Systems:

Light Pro Stock Class: 7000 lb Alcohol & 7,500 lb Diesel or Gas.

Heavy Pro Stock Class: 9,000 & 10,000 Diesel or Alcohol.

NO SECONDARY FUELS

1. Diesels are limited to maximum of a "P" series pump. Only one plunger per cylinder. No Sigma pumps.
2. Gas powered tractors are limited to one carburetor.

Clutches/Flywheels:

1. Tractor must use approved blankets covering clutches and flywheels. Tractors must be continually equipped with all clutch assembly, flywheel and bellhousing components that are equal to or exceed the minimum safety requirements as defined by SFI specifications. The flywheel, clutch, pressure plate components must be made of steel, aluminum or ductile iron. Positively no gray cast iron allowed.

Chassis/Frames/Supports/Sheetmetal:

1. Wide front axles only. No row crop, single wheel, tricycle or narrow fronts allowed for this class and front axles must have a minimum track width of 48"
2. Tractors maximum length of 13 feet from centre of the rear axle forward, weights included, front mounted hitches (tow loops) excluded.
3. The clutch housing, transmission case, rear end housing and axle housing must be OEM with no aluminum replacements.
4. Tractors must be within 6" of the original wheelbase.
5. Sheet metal on tractors may be updated but tractor's specs. must remain as per original tractor.
6. Fenders must be constructed so that with the driver seated no part of the driver's body can come in contact with rear wheels (hands on steering wheel).
7. Stabilizer bars must extend 2 inches beyond the edge of the rear tires. Stabilizer pads must be a minimum of 24 square inches each. The pads to be mounted maximum height of 8 inches off the ground when the tractor is parked on a flat surface. The pads must be a minimum of 24 inches from the outside edge of one to the outside of the other pad. Vertical bars to extend up from rear edge of the pads, minimum of 12 inches. Vertical bars to be made from equal strength material as the stabilizer bars. Stabilizer bars must be capable of supporting tractor's weight of the heaviest class it will pull in. No wheels allowed on stabilizer bars.
8. Side shielding of 1/16 inch steel or equivalent strength metal must cover from the hood to the lower swing of the crankshaft and be securely fastened, frame rails excepted.
9. Turbocharger not contained within the side shield and steel hood must be shielded 360 degrees with 1/16-inch steel or must have a Kevlar containment device (bag or blanket) that completely encloses the intake compressor housing. The bag or blanket used must be commercially available from an NTPA approved manufacturer and cannot be homemade.
10. Air bags and/or coil over shocks on the front of the tractor as long as they cannot be adjusted from the seat.
11. Pro Stock tractors must have Full (continuous) frame rails extending from the rear differential to the front of the tractor, OR must have two supports bolted from the frame to the differential and supports must be of sufficient strength to prevent tractor from splitting (breaking).
12. Tractors require a front tow hitch strong enough to push or pull the vehicle at its heaviest weight. The hitch must have a 3-inch diameter hole.
13. Mandatory skid plates must be mounted in line with each frame rail and extend from the center of the front axle forward (on both sides) equal in strength to frame rail material. Skid must be securely mounted and braced to the chassis. Skid plate surface to be minimum of 4 in wide & 12 in long with a minimum 6 in curve when measured from the front most part of rolled edge. Skid plate must be able to support weight of front end and when checked with a jack. Maximum ground clearance is bottom of wheel rim not to exceed 4 in with front tires in normal opening position.

Component Tractors:

1. Component tractors are permitted. All new component tractors must have approval of sheet metal and engine combination from the MPTC Pro Stock Tech Committee and the Executive.
2. Tractors must be 2WD or MFWD model tractors. No 4WD or Track model tractors allowed.
3. Tractors must have stock, agricultural type block, OEM replacement block or its replica. A replica to be considered must retain stock bore spacing and operate with the stock crankshaft for the model without any alterations for chassis mounting.
4. Engine blocks and clutch housings must remain in original position from center line of the rear axle to rear face of the block, not to exceed 60 inches; even if OEM model is farther forward than 60 inches. i.e., new style John Deere
5. Engine block must be mounted solid to full frame at both front and rear.
6. The centreline of the crankshaft's nose can be no lower than 4 inches below the centreline of the rear axle.

7. Maximum wheelbase is 114 inches.
8. Aftermarket frame must have an SFI 6.2 or 6.3 bellhousing. No cast iron Ag- type transmission or rear end components allowed.
9. All lenco-type planetary transmission, excluding reverser, must be with an approved blanket. All driveline must be enclosed in 5/16-inch minimum steel or 3/8 inch aluminum, round, inside diameter not to exceed 2 inches more than outside diameter of the largest universal joint, fastened every 6 inches or closer, with 3/8 inch or larger bolts, Grade #5 or butt and seam welded and securely mounted to vehicle frame. No more than 1/4 inch of end of driveline shall be visible with driveline shielding in place.

Tires:

1. Maximum tire width:
Light Pro Stock: 7000 lb and 7500 lb – Max 30.5" must be ag tires, 24.5" are allowed HP's or Puller 2000's
Heavy Pro Stock: 9000 lb and 10000 lb – Max 30.5"

Hitches:

1. The maximum drawbar height is 20 inches from the top of the hitching device (point of hook) to the ground. (see General Rules – Vehicles)
2. Minimum drawbar length is 18 inches from centre of the rear wheel to the point of hook, measured horizontally.
3. If "D" hitch is bolted it must be fastened with two bolts, grade 8 size, 1 inch primary (rear), 3/4 inch secondary (front).

Roll Cages:

1. Roll cages to be built to good welding standards with a minimum of 3 bars of 2 inches, 120-wall thickness with inspection holes. Roll cages must be constructed to be able to support the weight of the tractor.
2. Roll cages must be equipped with a high back seat and a 5-point seat restraint.

Safety Equipment:

1. All tractors must have a working dead-man throttle.
2. All vehicles with ignition type (gas, alcohol, etc) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles with high pressure mechanical fuel pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver.
3. All vehicles with diesel engines must use a spring-loaded air shut off that is functional from the rear of the tractor (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles with high pressure mechanical fuel pumps must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch (cable) of the vehicle.
4. All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
5. Tractors must have an up-to-date SFI 4.2 approved blanket or SFI 6.2 bellhousing covering clutch and flywheel. Blankets must be at least seventeen (17) inches wide and long enough around the bellhousing with six (6) inches of overlap, secured with a two (2) inch wide nylon web strap with steel "D" rings on one end and sewn the length of the blanket, except the overlap area and long enough to pass back through the "D" and to be tied in a saddle cinch. The blanket must have four (4) two inch nylon web retaining strips, each at the front and back of blanket. Blanket must pass regular tech inspection. Non SFI engine balancers to be suitably contained by a minimum of 1/8" steel or 1/4" aluminum
6. Tractor must have a safety-starting device; tractor is only able to start in neutral and /or park.
7. Tractors must have a working fire extinguisher (2 lb ABC, 1 lb Halon) convenient to driver.
8. Tractors must have an automotive type white light on the dashboard and one within 6 inches of the kill switch or air shutoff to indicate when the vehicle is in reverse.

9. Drivers must wear a Snell SA2010 helmet and seatbelt(s). Drivers must wear a fire suit. If alcohol fuel is used driver must wear a minimum single layer fire suit, balaclava, fire gloves, fire boots or leather work boots. No leather running shoes allowed.

Move Ups:

1. A Light Pro Stock tractor may move up into the 9000 lb class provided the heavy pro stock tractors have two classes offered at the event, and it meets all Heavy Pro Stock rules. A Light Pro Stock tractor may also compete in the 9000 lb class if the light class is not offered, and it meets all Heavy Pro Stock rules.

MINI MODIFIED TRACTORS

General Rules

1. Maximum vehicle weight is 2,050 lbs.
2. All vehicles must have working brakes on both rear wheels.
3. No portion of the Mini Modified Tractor shall exceed 8 feet forward of the centerline of the rear wheel and tread width (footprint) not to exceed 6 feet in width.
4. Tire size is 18.4 x 16.1 only. No radials allowed.
5. Automatic transmission vehicle must have a reverse lockout. SFI approved transmission shield is mandatory.
6. All vehicles must have a switch that will allow starting in neutral or park only.
7. Fenders on all vehicles must be constructed so that no part of the driver's body can come in contact with rear wheels.
8. Minimum drawbar length is 6" from the centre of the rear axle to the point of hook.
9. Maximum height of drawbar is 13" from top of hitching device to ground.
10. NO crossbars between the stabilizer bars allowed behind point of hook with no interference of pull chain.
11. Steering rotation must be controlled safely with either a manufactured steering box or rack and pinion.
12. All seats must be securely fastened.
13. Weights must be securely fastened on brackets and not extend rearward beyond the rear tires. Weights must not obscure the hitching device.
14. All vehicles must have two turn over bars that must support the vehicle and be at least 3" x 3" and be no less than 5" beyond rearmost point of the tire and no more than 5" above the ground. No wheels.
15. All tractors with ignition type (gas, alcohol, etc.) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles equipped with high pressure mechanical fuel supply pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver.
16. All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of 2" in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
17. Recommendation made that an ignition light be installed so that when the kill switch is pulled the light goes off showing that all power sources are shut down.
18. All engine exhausts must exit upwards and be a minimum of 8" above the bend in the pipes and no more than 10 degrees from vertical.
19. Neck brace is mandatory.
20. Snell SA2010 approved helmet, full faced with shield, balaclava and SFI gloves are mandatory.
21. Fire extinguisher mounted on vehicle must be compatible with fuel used and in reach of driver.
22. A deflection shield is required on both sides of the engine.
 - a. Shield must extend to complete length of block casting and be securely fastened.
 - b. Shielding is to be made of aluminum or steel, a minimum of 0.060" thick, or safety blanket material.
 - c. Solid frame rails with no holes may serve as part of or all of shield, provided that it covers required area of block castings.

- d. Shielding must extend from base of head or the uppermost part of the piston and travel to 2" below bottom center of crankshaft throw and be securely fastened.

Modified Class Rules

23. Modified class has eight cylinders (only) to a maximum of 500 cu in with single plain cast (aluminum/steel) intake, one carburetor or throttle body. Wedge heads and cast-iron blocks. Stock valve cover bolt pattern cylinder heads only
24. No electronic fuel injection allowed. Gasoline or alcohol engines only, no diesel designed engines allowed.
25. Electric fuel pumps are allowed but must be wired to kill switch.
26. No mechanical driven fans allowed.
27. Four-point seatbelts are mandatory and must be properly attached during pull.
28. Fire suit of minimum of one layer is required.
29. Leather boots or SFI approved boots are required.
30. Throttles to be a positive two dead man type. All foot throttles must have a toe strap.
31. All vehicles must have an automatic-type white light on the dashboard and one within 6" of the kill switch to indicate when the vehicle is in the reverse position.
32. Battery disconnect switch is required.
33. An SFI flex-plate is required in automatic transmission vehicles.
34. All standard transmission equipped vehicles must have an SFI equipped clutch and fly wheel and steel bell housing complete with 1/8" block plate and a 90 thou. Thick liner.
35. The hole size in drawbar must be a minimum of 1½" diameter and a minimum thickness of 7/8" cross section.
36. A drawbar cable is mandatory.
37. All Mini Modified Tractors must have a roll cage with at least four-point attachments to the frame. Minimum cage tube to be 1" diameter. Cage may be welded or bolted on with a minimum of four ½" grade 8 bolts. Roll cage must protect upper body of the driver.
38. All driveshaft's and yokes to be completely shielded 360 degrees the full length of the shaft and a minimum thickness of ¼" metal and be securely mounted by grade 8 bolts.
39. Wheel studs are to extend through wheel nuts on rear wheels.
40. SFI approved balancer mandatory. The complete diameter of the balancer must be shielded with a minimum of ¼" metal. The shield must be held in position with a minimum of 2 Grade 8 bolts. All balancers must be bolted to the crankshaft.

Pro Modified Mini Class Rules

41. Automotive Engine or its replica in a passenger car limited to a maximum of 575 cubic inches blown with a maximum 4.900" centerline bore spacing, or 650 cu. In. naturally aspirated or one gas turbine with an 1,800 hp limit.
42. 10-71 and larger superchargers limited to maximum 45% overdrive.
43. 8-71 and smaller superchargers limited to maximum 65% overdrive.
44. Turbochargers allowed only single staged in division and must therefore follow the safety rules that apply to all turbocharged engines.
45. All engines are limited to (2) valves per cylinder for all levels of pulling.
Exception: Vehicle allowed to run four valves cylinder heads if small block Chevrolet engines with a maximum of 400 cubes inches are used.
46. Engines are limited to (1) spark plug per cylinder.
47. Modified Minis must meet general tractor shielding and safety criteria:
 - a. Aluminum driveshafts are not allowed.
 - b. All drive train, excluding additional manual transmissions, must be enclosed in 5/16" minimum steel or 3/8" aluminum, round, inside diameter not to exceed 2" more than the outside diameter of the largest universal joint, fastened every 6" or closer, with 3/8" 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 1/4" of end of driveline shall be visible with driveline shielding in place.

- c. Tether to be constructed of a minimum of 5/16" steel chain or 2" wide by 3/32" thick nylon strap. One end of the tether must attach to driveline shield by a minimum of one 3/8" grade 5 bolt attached to a tab (minimum 2" side) to be welded to shield while the other end of the tether must be attached to chassis by a minimum of one 3/8" grade 5 bolt.
Note: if nylon strap is used the strap must have metal grommet for bolt to pass through. No seatbelts and/or buckles allowed.
 - d. The following rule will apply to solid driveline shields over 16" in length:
 - i. All free-floating driveline shield components must be tethered on each end by two opposing restraints if not bolted directly to gearbox or back of bellhousing with a minimum of three 3/8" grade 5 bolts. 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.
 - ii. Tether to be constructed of a minimum of 5/16" chain or 2" wide by 1/8" thick nylon strap. One end of the tether must attach to driveline shield by minimum of one 3/8" grade 5 bolt attached to a tab (minimum 2" wide) to be welded to shield while the other end of tether must be attached to chassis by a minimum of one 3/8" grade 5 bolt.
 - e. All automatic transmissions with torque converters must be completely covered, with an SFI Spec 4.1 blanket. This must be from the back of the engine block to where the tail shaft bolts to the main housing of the transmission and fastened securely in place using all straps as intended. The opening at the bottom of the transmission/torque converter housing must be enclosed in steel (stock steel covering is acceptable). Remainder of the drive train is to be covered as in Rule a) above.
 - f. All Pro-Modified tractor engine/automatic transmission combinations must have:
 - i. Two front engine mounts, two rear engine mounts, and a support saddle for rear of transmission, with 1/2" maximum clearance; OR
 - ii. Two front engine mounts, support saddle at rear of engine, with 1/2" clearance, and a mount at rear of transmission.**Note:** this is to prevent engine or transmission from dropping if breakage occurs.
48. Modified Minis must meet general tractor shielding and safety criteria as outlined in 48. above with the following additions:
- a. All mini rods must shield the transmission with a minimum of a 0.125 steel or titanium. Shield must cover the full width of the transmission (minus the reverser) top and both sides while open at the bottom in a "U" shaped over the transmission. Shield not to exceed one inch air gap between shield and transmission. Shield must be attached at the top forward to the engine plate or engine and at the bottom to each side of the chassis. Or be allowed an SFI 4.1 transmission blanket attached in the same fashion.
 - b. All Mini rods must have a driveline tether to the center of 2" wide by 3/32" thick nylon strap. Tether must attach to one side to the frame then to the driveline shield then on to the other side of the frame by a minimum of one 3/8" grade five bolt at all three points of attachment. Strap must have metal grommet for each bolt passing through.
49. The roll cage has to be SFI 47.3.
50. Five-point seatbelts are mandatory and must be properly attached during pull.
51. Fire suit of minimum of double layer is required.
52. SFI approved boots required.

Driveshaft Shielding:

53. All drive train, excluding additional manual transmissions, must be enclosed in 5/16" minimum steel or 3/8" aluminum, round, inside diameter not to exceed 2" more than the outside diameter of the larger universal joint, fastened every 6" or closer, with 3/8" or larger bolts, Grade #5, or butt and seam welded, and securely mounted to vehicle's frame. Applies to all vehicles with exposed driveshaft. No more than 1/4" of end of driveline shall be visible with driveline shielding in place.

Note: If U Joints are used in any driveshaft application the shielding must be 5/16" steel or 3/8" aluminum with 1/8" steel insert in aluminum. The insert must be a minimum of 6" wide.

54. All Modified Mini Tractor Engine/Automatic transmission combinations must have:
- Transmission must be fastened to SFI bellhousing using a minimum 2" total bolt diameter. Grade 8 Studs hardened washers and nuts required when installed externally into bellhousing. Grade 8 bolts with hardened washer acceptable in application where fasteners are installed from inside bellhousing and threaded into transmission case.
 - Two front engine mounts, 2 rear engine mounts and a support saddle for rear of the transmission. With 1/2" maximum clearance, or two front engine mounts, support saddle at rear of engine, with 1/2" clearance, and a mount at the rear of the transmission.

Note: this is to prevent engine or transmission from dropping if breakage occurs.

Bellhousing:

55. SFI 6.2 or 6.3 aluminum bell housings must have a valid and current SFI sticker on it from the manufacture before being allowed to compete.

Note: This only applies to aluminum bell housings.

56. Bellhousing must be originally purchased and initially installed as an SFI 6.2 or 6.3 bellhousing with SFI inspection sticker in place.

Drawbars:

57. Drawbars and hitching device to be one-piece construction, with a minimum of 1" solid steel material.
58. No hollow tubing permitted.
59. Front part of drawbar is to have a minimum of 1/2" cross sectional thickness to remain on the front side of hole where drilled.
60. Minimum 5/8" grade 8 pin.
61. Drawbar height adjuster or hold up/ down device to be no more than 5" from the hook point. There must be a minimum of 1/2" metal remaining where hole is drilled. Hose clamps may not be used for any drawbar related devices.
62. Drawbar receiver or the material where the front of the drawbar is attached must have a minimum of 1.4" thick metal on each side of a horizontal pin drawbar.
63. The Point of Hook is to have a minimum of 2" round hole, maximum 2-1/4" hole. The thickness of material around the hole must be a minimum 3/4" thick. To be no more than 3/4" cross sectional thickness.

Tires:

64. Tires maximum tire size is 18.4 x 16.1 with a maximum of 143" circumference when mounted on an 18" wide rim and inflated to 10 psi. The ground patch is not to exceed 19" on original tread.
65. No tire repairs (boot, section repair, vulcanized sport, etc.) will be allowed.

Skid Plate:

66. Skid plate must be one of two types listed below:
- Skid plate mounted to center of axle must be a minimum of 10" wide with rolled edged both front and rear. Plate must be minimum of 4" in length. Plate must be centered and securely mounted to front axle and/or frame.

- b. Skid plate mounted inline with each frame rail (on both sides) equal in strength to frame rail material. Skid must be securely mounted and braced to the chassis. Skid plate surface to be a minimum of 2" wide and 10" long with a minimum 2" curve when measured from the front most part of rolled edge.

Note: Both types must be able to support the weight of front end when checked with a jack. Maximum ground clearance not to exceed 2" with front tires in normal operating position.

SINGLE ENGINE MODIFIED

1. Weight not to exceed 6100 LBS
2. Drawbar Height 20 inches maximum from top of hitch
3. Drawbar Length 18 inches minimum from center line of rear axle
4. A maximum of one 8-cylinder engine no greater than 575 cu. In. displacement with one spark plug per cylinder. No exotic cylinder heads. Cylinder valve inclination angle not to exceed 2 degrees from factory stock angles.
5. Modified tractors are allowed to run on alcohol or gas (naturally aspirated carbureted or injected). No electronic fuel injection allowed. No oxygenated fuels.
6. Electric fuel pumps are allowed but they must be wired to the kill switch.
7. All engine exhausts must exit upwards and be a minimum of 12 inches long above the bend in the pipes.
8. Alternators must be shielded 360 degrees with 1/16-inch metal. No engine driven fans allowed.
9. All engine dampers to be bolted to the crankshaft and be shielded 360 degrees with ¼ inch metal in a circle around the outside diameter of the balancer or SFI approved balancer.
10. Throttles to be a positive two-way dead-man type. All foot throttles must have a toe strap.
11. Engine outside shielding must extend from the base of the head to 2 inches below the bottom centre of the crankshaft throw. Frames are acceptable
12. Maximum tire size is 30.5 (wide rear tire). Radials are permitted. Maximum rear tire rolling tire circumference is 210" when inflated to 10 PSI
13. Fenders on all tractors must be constructed so that no part of the driver's body can come in contact with the rear tires.
14. All tractors must be no longer than 14 feet from the centre of the rear axle forward.
15. No row crop, single wheel, tricycle or narrow fronts allowed for this class and front axles must have a minimum track width of 48"
16. Weights must be securely fastened on brackets and not extend rearward beyond the rear tires and not on tractor platform. Weights must not obscure hitching procedure.
17. All modified tractors must have 2 supports of sufficient strength bolted to the frame and differential housing to prevent the tractor splitting.
18. Stabilizer bars must extend minimum 2" beyond the edge of the rear tire. Stabilizer pads must be a minimum of 24 square inches each. The pads to be mounted maximum height of 8 inches off the ground when the tractor is parked on a flat surface. The pads must be a minimum of 24 inches from the outside edge of one to the outside of the other pad. Vertical bars to extend up from the rear edge of the pads, minimum of 12 inches, made from equal strength as the stabilizer bars. Stabilizer bars must be capable of supporting tractor's weight of the heaviest class that it will pull in. No wheels are allowed.
19. Drawbars to be fastened no higher than center of rear axle on differential housing.
20. All driveshafts must be shielded 360 degrees with a minimum of ¼ inch metal. Inside diameter not to exceed 2" more than the outside diameter of the largest universal joint. Shields must be bolted together with 3/8-inch bolts or larger, with a minimum of 3 bolts down each side, no more than 6" apart. Bolts to be grade 5 or better.
21. All tractors must have a switch that will allow starting in neutral or park only.
22. All vehicles with ignition type (gas, alcohol, etc) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles with high pressure mechanical fuel pumps must also use an inline fuel dump valve controlled

- from the driver's compartment within easy reach of the driver.
- All air shut offs and/or electrical kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
23. Modified Tractors must have an automotive type white light on the dashboard and one within 6 inches of the kill switch to indicate when the vehicle is in the reverse position.
 24. All tractors must have a 2½ lb. fire extinguisher compatible to the fuel being used and be convenient to the driver.
 25. All drivers must wear a complete SFI approved fire suit (minimum requirements – single layer fire suit, balaclava, fire boots or leather work boots). No leather running shoes allowed. Seat belts are mandatory and must be worn.
 26. Standard transmission must use SFI approved steel bell housing, complete with 3/16-inch block plate and 90 thou thick liner recommended. Clutch and flywheel must be SFI approved.
 27. All automatic transmission tractors must have a reverse lockout. Automatics must use SFI approved shield or blanket from back of block to rear of planetaries 360 degrees.
 28. All modified tractors must have a roll cage. The tube diameter must be a minimum of 1 5/8 inch and a minimum wall thickness of .083-inch chrome moly or .118-inch mild steel. Cage must be constructed to be able to support the weight of the tractor.

MULTI-ENGINE MODIFIED TRACTORS

1. The following engine combinations are considered “maximum limitations” for vehicles that compete in this class.
2. Four (4) blown automotive engines with 8-71 superchargers at the overdrive limits listed below or single staged turbocharger. No intercooler allowed with port-fuel injection only.
 - Wedge heads that will accept a stock OEM intake manifold bolt pattern limited to 70% maximum overdrive.
 - Big chief or any wedge head without a stock OEM intake manifold bolt pattern are limited to 50% maximum overdrive.
 - Hemi Heads are limited to a maximum of 45% overdrive
3. Three (3) blown Hemi automotive engines, with 14-71 superchargers at 48.2% maximum overdrive or single staged turbocharger. No intercooler allowed with port-fuel injection only.
4. Five (5) naturally aspirated Big Block automotive engines.
5. Six (6) naturally aspirated Small Block automotive engines.
6. One (1) Allison engine with twin turbo or auxiliary stage plus one (1) blown automotive engine with a 8-71 blower limit.
7. Two (2) Allison engines with a maximum of two staged supercharger or turbocharger, injected or carbureted.
8. Two (2) industrial or marine-type engines, twelve (12) cylinder limits. Diesel allowed, may have a maximum of two (2) compression stages.
9. Combination of NTPA recognized turbine engines not to exceed a maximum of 5800 total horsepower using the ratings as approved by NTPA listed below.
10. All automotive engines may run a maximum of 2 valves per cylinder and are limited to 1 spark plug per cylinder.
11. You may carry more engines than the maximum number allowed in the 7500lb modified class as ballast, but must disable extra engine's position. Same engine's position must remain disabled for that session.
12. Any combinations require 9 or more cylinders running.
13. Vehicle must have vertical exiting exhaust. Height of pipe must be a minimum of one foot above the bend. Vertical is defined as “being in plumb” with a 10 degree variance in any direction permitted.

General Rules:

1. Weight not to exceed 7700 lbs.
2. Weight not to exceed 7500 lbs. for tractors having 3 hemi engines.

3. Drawbar height = 20 inches. Drawbar length = 18 inches.
4. All events will be floating finish. NO PULL OFFS
5. Rear brakes are mandatory.
6. All drivelines must have 3/8-inch steel, 360 degrees around brake components and both ends must be closed with 1/8 inch or greater steel.
7. Tractors are required to have a reverse safety light system.
8. A white light automotive quality, a minimum of 2 inches in diameter, must be mounted directly above or below the safety kill switch at the rear of the vehicle.
9. A light in the driver's compartment must be operated off the same system.
10. Both lights are to be activated by a shift lever such that it will be lit only when the vehicle is in reverse.
11. Pulling vehicles must be equipped with an operation starter interrupter switch on the gearshift that will allow starter engagement only in a neutral gearshift position
12. Vehicles are required to have 9 cylinders or more to pull with class.

Kill Switch:

1. Tractor must have a kill switch mounted independently of drawbar and or wheelie bars. Kill switch must be located in the rear centre of the vehicle, a maximum of 6 inches off centre in any direction and must be 48 inches above point of hook.
2. Automotive engines, Allison aircraft, marine, industrial engines, turbine engines, that are spark ignition must use a waterproof, dustproof tether type safety stop switch.
3. Kill switch on spark ignition engines must break or ground the ignition circuit. On vehicles that have spark ignition engines and electric fuel pumps kill switch must also break current to the fuel pump. Spark ignition vehicles with high pressure mechanical fuel supply pumps must also use a fuel dump valve controlled from the driver's compartment with easy reach of the driver.
4. Kill switches must have a minimum 2-inch diameter solid ring. Ring cannot be less than 1/8-inch cross sectional thickness attached to them. Sled cable must attach to this ring.
5. Kill switch ring must be secured with a single nylon tie wrap.
6. Portion of kill switch and mounting bracket must be able to withstand 32 pounds of pull per switch when pulled. All single pin breakaway kill switches must be able to pivot left or right of centre.
7. Ignition engines must have a bar type master shutoff switch within easy reach of the driver.

Safety & Roll Cage:

1. Multi engine tractors must have a roll cage with a five-point driver restraint harness and driver seat mounted to the roll cage structure, independent to the tractor chassis. The five-point restraint must be a quick release design and be securely fastened during competition.
2. Vehicle is required to have a quick release, removable or swing away steering wheel.
3. Vehicle must be equipped with a minimum of 2.5 pound fully charged with working gauge dry powder type fire extinguisher. Must be convenient to driver.
4. Driver must wear a minimum protective clothing of SFI 3.2-1 driving suit with a balaclava.
5. Driver must wear a full 360-degree neck collar meeting SFI spec 3.3 or Hahn's device.
6. Helmet with flame retardant lining and flame retardant neck skirts are allowed. If helmet with flame retardant lining and flame retardant neck skirt is worn no head sock is required.
7. Drivers must wear the following full protection under competition: 1. full face helmets with shield. 2. Head sock. 3. Fire resistant single layer nomex gloves. 4. Fire resistant shoes with no leather boots acceptable.
8. Vehicle must have a driver in the seat at all times when running or being started.

Seats and Fenders:

1. All vehicles must have a strong rigid seat and fenders.
2. Fenders to consist of barrier between driver and tire.
3. Fender to be a minimum of 1 inch over height of tire.
4. Fender to curl 4 inches horizontally from vertical edge over the tire in the same configuration as the tire, minimum length of 18 inches at top of fender.
5. Fender must be able to support the weight of the driver.

6. Fender or tire shield must be constructed so that when the driver is seated and his hands are on the wheel, he cannot touch the rear tire with any part of his body.

Stabilizer Bars:

1. The bar must extend a minimum of 32 inches behind a line drawn from the centre of the wheel to the ground. Pad must not be more than 10 inches off the ground. At 32-inch point and to be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches square. With a minimum of 20 inches allowed from the outside of one pad to the other.
2. Stabilizer bar and bar assembly is not to be mounted to the drawbar and drawbar assembly. Stabilizer bar system must be able to support the weight of the tractor in the heaviest class pulled. Jacking up the pads so the tractor is completely off the ground is a good test of the strength of the systems support ability.
3. No crossbars between stabilizer bars allowed behind point of hook.
4. Modified tractors where the hitch and wheelie bars are connected to the same frame the wheelie bars must be fastened at least 4 inches ahead of the hitch.

Clutches, Flywheels, and Automatics:

1. Torque converters, automatic shifts, etc. are permitted.
2. If used, torque converts and automatic transmissions must be equipped with an SFI 4.1 blanket. Blanket must extend from rear of engine block to front of tail housing. It must be fastened forward securely with two straps on each side, one above the crankshaft centerline and one below the crankshaft centerline. Blanket should have a 6-inch overlap. Straps must be 2 inches wide, with not more than 1-inch space between each strap.
3. Competing vehicles that use an automatic transmission must be equipped with a positive reverse-gear lockout.
4. Vehicles using a clutch will be required to have an SFI spec 1.1 or SFI 1.2 steel plate or steel billet flywheel or aluminum.
5. All clutches and bellhousings must be SFI approved.
6. All Lenco-type planetary transmissions, excluding reverser, must be covered with an SFI 4.1 approved blanket.
7. Clutch automatics: clutch must be SFI 1.1 or SFI 1.2 approved. Automatic to be covered with SFI spec 4.1 blanket from back face of bellhousing to the tail shaft.
8. Bellhousing must be originally purchased and initially installed as SFI 6.2 or 6.3 bellhousing with SFI sticker in place.
9. Inspection/maintenance hole in bellhousing shall not extend farther forward at its top edge than flush with the cross-shaft hole, or farther downward at its bottom edge than to allow one ½ inch bolt diameter edge distance for the fastening holes in both the bellhousing and the inspection cover.
10. The length of the inspection hole shall be no more than 8 1/2 inches measured in a straight line and the ends of the hole shall be smoothly and fully radiuses to produce an oval shape.
11. Bellhousing cover: There must be (12) 5/16-inch grade #5, or better cap screws securing the cover to the bellhousing.
12. The cover must have a plate or fillet that fits flush inside of the housing.
13. The cover and fillet must be steel.
14. The fillet must be welded to the cover and all bolts must be flush to the inside.
15. 6 bolts, 3/8-inch minimum diameter used to secure the transmission to the bellhousing.
16. All bellhousings must be flush on the inside surface.
17. All automotive type engines with bellhousings and clutch will run a full block plate, either a unit commercially available or minimum 3/16-inch steel or minimum ¼ inch aluminum with 6 3/8-inch grade #5 bolts evenly spaced on the bottom of the bellhousing.

Chassis:

1. Modified tractors that have the frame bolted to the transmission shall also have the frame bolted to the axle housing to prevent splitting of the tractor. The frame must be of sufficient strength that even when the bolts from the plate of the transmission or rear end are removed the frame still supports the weight of the tractor in the heaviest class being

- entered.
- 2. No part of vehicle may extend more than 9 feet, 6 inches when measure vertically from ground level.
- 3. Tractors must have wide front axle. Front wheels shall track within the rear wheels.
- 4. No dirt deflectors or mud flap devices allowed behind tires.

Drawbars:

- 1. Drawbars will be constructed so that in the event of breakage the supports do not pull from a top link or brace above the centerline of the rear axle of the vehicle.
- 2. Drawbar hold up device above the centerline of the rear wheels must have a single pin breakaway-type slide out drawbar. The holdup device is to be within 6 inches maximum forward of the hook point. Drawbars must have a device to support the drawbar from side to side motion a minimum of 6 inches forward of hook point.
- 3. Drawbars must be rigid with no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1½ inches plus or minus per foot of length. Legally allowed 10 degrees or less of drawbar angle. Drawbars must be parallel to the ground.
- 4. Drawbars must be steel. Drawbars to be a minimum of 1 inch thick.
- 5. Drawbars must be a minimum of 3 square inches total steel material. This includes the area of the pin with the pin removed.
- 6. The pin can be no less than 1 inch.
- 7. Drawbars must be equipped with a steel hitching device not more than 1½ x 1½ square and not less than 1¼ x 1¼ square. With an oblong shape of 3 ¾ inches long x 3 inches wide with a maximum of 3 ¾ round.
- 8. No portion of the vehicle can interfere with sled, chain, or hook during a pull or while being hooked or unhooked.
- 9. An area 5 inches wide and 12 inches high immediately above the drawbar must be free of obstructions.
- 10. The hook point will be an oblong shape of 3 ¾ inch long x 3 inches wide with a maximum of 3 ¾ round opening with 3 inches clear area from front of the hole to the rear of the drawbar.
- 11. Hitch must be painted orange.
- 12. Do not connect drawbars and wheelie bars.
- 13. Vehicle must have a tow hitch on the front. Tow hitch may not extend more than 6 inches beyond the farthest front portion of the vehicle. Tow hitch must have a 3-inch diameter hole.

Driveline/Driveline Shielding:

- 1. No drive shaft over 48 inches long allowed. No input or output shaft that attaches to driveshaft may extend more than 4 inches beyond a bearing.
- 2. A minimum of 1-inch material between the bolt and end of the drive shaft shield. A minimum of 1-inch material to be in pilot holder at each end of the drive shaft shield. A minimum of 8, 3/8-inch (grade #8) bolts to carrier bearing assembly if attached to a vertical plate.
- 3. All carrier bearings must be approved by MPTC.
- 4. Multi engine tractors with inline engines that use a starter ring between engines. The starter ring must be completely covered and securely fastened and both ends must be enclosed the ¼ inch steel or greater. If an engine block plate is used it is to be used for only the back behind starter ring portion of this shield.
- 5. All multi engine gear boxes are required to be minimum 1-inch billet aluminum or ½ steel thickness around circumference of rotation gears. Any gear box less than minimum specified thickness may use the following to get full thickness required.
- 6. Wrap billet aluminum gear box radially 360 degrees with webbed, tow strap type material to minimum of 1inch thickness.
- 7. Wrap billet aluminum gear box radially 360 degrees with steel strap to achieve minimum 1inch thickness. Strap to be a minimum ¼ inch steel.
- 8. Add a minimum ¼ inch steel strap radially 360 degrees and fasten within 1/8 inch of gear box to achieve minimum ½ total thickness of steel gear box.

Tires:

1. Tires must be a maximum size of 30.5 inches x 32 wide with a maximum of 210" circumference, when inflated to 10 psi. Tread width not to exceed 32 inches.

HOT STOCK 4x4 TRUCKS

General Rules:

1. Gas engines must be naturally aspirated. Maximum Engine Displacement will be 526 Cubic Inches. Fuel to be Gasoline Only, No Alcohol Injection. Maximum of 8 Cylinders. Engines will be limited to:
 - OEM Cast Iron Engine Blocks
 - OEM Cast Iron Intakes, with Single Carburetor
 - OEM Cast Iron Exhaust Manifolds
 - OEM Cast Iron Cylinder Heads
2. Gas engines available with OEM Fuel Injection will be permitted. Engines must be Naturally Aspirated. Maximum Engine Displacement will be 526 Cubic Inches. Fuel to be Gasoline Only, Injected in OEM Location. No Alcohol Injection. Aftermarket ECU Permitted. Maximum of 8 Cylinders. Engines will be limited to:
 - OEM Cast Iron Engine Blocks
 - OEM Truck Cylinder Heads (Aluminum or Iron, No Car Cylinder Heads Permitted)
 - OEM Truck Intake Manifold (Any Material, No Car Intake Manifolds Permitted)
 - OEM Cast Iron Exhaust Manifolds
3. Diesel engines will be permitted in Hot Stock. All diesel trucks must use S362 or Smaller, and have a 58mm Sleeve. Single Turbocharger Only. No Clipped Wheels or Step-Down Covers Permitted. No MWE (Map Width Enhancement) Grooves Permitted. All air to pass through inducer bore/sleeve. Air-To-Air Intercoolers only, No Water-To-Air Intercoolers Permitted. No Water Injection Permitted. Diesel Fuel Only, No Alternative Fuels or Power Adders. Engines will be limited to:
 - OEM Cast Iron Engine Blocks (Stock Bore & Stroke, Maximum Overbore .060")
 - OEM Cylinder Head
 - OEM Factory Mechanical Injection & Pump (Must have OEM Mechanical Injection)
 - OEM Intake & Exhaust Manifolds (Cummins 3-Piece ATS Exhaust Manifold Permitted)
4. All trucks must have mufflers attached and functioning. All Diesel Exhaust must exit vertically.
5. Hitch point is to be at the rearmost part of the truck, to be rigid in all directions. Maximum Hitch Height is 24", to be measured from the top of the hitching device to the ground. No part of hitching device to extend past the center of the rear axle. Acceptable Hitch Angle will be between 0 Degrees to a maximum of 28 Degrees. Hitch length to be a minimum of 34% of the wheelbase.
6. A 23" hitch height rule will be enforced for diesel powered trucks on a trial basis for the 2020 season.
7. Hot Stock 4x4 trucks will weigh no more than 5,600lbs. Added weight may not be mounted forward of the stock positioned bumper and/or grill. No Weight Bars or Snowplow Harnesses allowed. Weight must be secure. No weights to be located in cab of truck.
8. Stock truck suspension must move. All front axle weight will be sprung and must compress and unload freely by hand. No ladder bar, torque arm or coil truck arm rear suspension allowed. Leaf Spring rear suspension only, with no Air Shocks, Blocks, or Chains used to make suspension rigid. No suspension stop blocks front or rear.

9. Tires must be stamped DOT Approved. Tire size not to exceed 31x10.5R15, 265/75R16 or 265/70R17. Maximum wheel diameter of 17". No cutting, shaving or sharpening of tread. No studded tires. No dual wheels permitted.
10. Boxes will be stock for make/model of truck, and be stock in appearance. Box must include tailgate and/or barn doors. Box must have complete floor and/or tonneau cover to completely cover bed. No complete fiberglass bodies or boxes, No fiberglass box sides unless OEM Equipped.
11. No truck may hook in two different divisions at the same event.
12. All trucks must have working brakes on all 4 wheels.
13. No engine driven fans will be permitted. Electric Fans allowed.
14. Truck frames – 3/4 ton or less may be outside plated from rear of front shackle to front of rear shackle. Plated frames must have a void of 16 inches in the approximate center to be unplated, unboxed, factory stock. One-ton frames to remain unplated and unboxed.
15. Hood scoops or air cleaner assembly must not be higher than 5 inches above the stock hood line in closed position. Hood must open completely without any obstruction.

Safety Equipment:

1. Vehicles must have an SFI Approved balancer or must be covered with 1/4" Steel Shield 1" wide, 360 degrees around a harmonic balancer and no more than 1" away from balancer. Water pump may be used. Harmonic balancer must be bolted on.
2. All automotive type engines with bellhousings and clutch will run a full block plate, either a unit commercially available, or minimum 3/16" steel or minimum 1/4 inch aluminum with six 3/8" Grade #5 bolts evenly spaced on the bottom of the bellhousing and a blanket for automatics from front to back or short blanket on bellhousing with 3/16" steel shield over body of transmission. SFI composite transmission cover allowed. Standard transmission must have a steel bellhousing, complete with commercially available or 3/16" block plate.
3. All drive shaft 'U' joints must be shielded as to contain the joint and shaft in the event of a failure due to breakage. Must have rear drive shaft center hoop or chain. Minimum thickness steel 1/4" or aluminum 3/8".
4. Drivers must wear a minimum of lap seat belt. Snell SA 2010 helmet mandatory.
5. Engine shields minimum 16 gauge steel or 1/4 inch aluminum to cover the entire block that the frame doesn't cover. (Diesel powered trucks may use 1/4 inches rubber belting which must close off between frame and inner fender.)
6. All trucks must be equipped with properly functioning neutral safety switch. Clutch pedal must be fully depressed to activate starter on manual trucks.
7. All vehicles with ignition type (gas, alcohol, etc) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles with high pressure mechanical fuel pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver.
8. All vehicles with diesel engines must use a spring-loaded air shut off that is functional from the rear of the tractor (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles with high pressure mechanical fuel pumps must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this must be hooked to the kill switch (cable) of the vehicle.
9. All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
10. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping

- the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.
11. Fire extinguishers must be secured in the cab of truck within accessible reach of the driver at all times, fully charged and be compatible to the fuel being used.
 12. Backup light must be functional and operate as designed by the manufacturer. No manual backup light switch devices are acceptable.
 13. Rear kill switch must disable the ignition and electric fuel pumps.

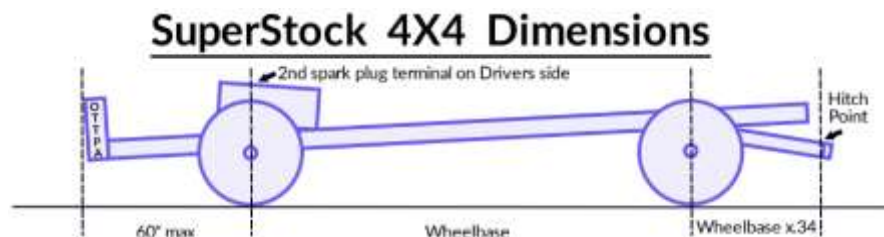
SUPERSTOCK 4x4 TRUCKS - 6,000 lb

1. After market manifolds, carburetors and headers are allowed.
2. Must be naturally aspirated with single carburetor (Venturi type). No fuel injection. Alcohol is allowed
3. Headers allowed.
4. Weights and weight bars must be securely mounted. Front of weights or weight bars must be no more than 60 inches from the center line of the front axle. Weight box and weight bars must be left in a stationary position when vehicle is in motion going down the track.
5. Ladder bars are allowed on leaf type suspension. Coil suspension must have coil located over the center line of axle with radius arms not to exceed 30 inches in length from the axle center line. Front axle ladder bars are not to exceed 30" in length measured from the axle center line. No scissor type frames allowed. Leaf spring rear suspension and solid rear axle allowed.
6. Automatic transmission trucks must use SFI approved full blankets properly installed front to back. All flex plates must be SFI approved.
7. Hitch to be rigid in all directions. Hitch is to be a maximum of 24 inches from the top of the hook point to the ground. Hitch length must be a minimum of 34% of wheelbase and measured from the center line of the rear axle to the hook point. No drawbar angle can be greater than the angle of the sled chain. Acceptable angle = 0 degrees to a maximum of 30 degrees.
8. Engine mounts can be stock or solid. The driver's side #2 spark plug may not exceed over the center line of front axle. If stock engine mounts are used an engine chain (3/8") is required on driver's side only.
9. Cast blocks and heads - no aluminum.
10. Original Equipment Manufacturer's type transmission and transfer case only.
11. Tires must be stamped DOT and not cut or shaved in any way. No bar or tractor lug design permitted.
12. Tires must be maximum 35 inches in diameter. No dual tires.
13. Maximum of 526 CID engine size.
14. No truck may hook in two different divisions at the same event.
15. No complete fiberglass bodies are allowed. Fiberglass panels e.g. doors, fenders, box panels or hoods are allowed.
16. No diesel engines are allowed.
17. No tubular style frames are allowed (automotive style only).

Safety:

1. Fire extinguisher must be in cab of truck and be compatible to the fuel being used.
2. All driveshaft "U" joints must have protective covers made of 1/4" steel or 3/8" aluminum. Rear driveshaft must have one safety loop (minimum 1" wide by 1/4" thick steel or 3/8 aluminum).
3. Backup lights are acceptable and should operate as designed by the manufacturer. No manual backup light switch devices are acceptable.
All vehicles with ignition type (gas, alcohol, etc) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles with mechanical fuel pumps must also use a fuel dump valve controlled from the driver's compartment within easy reach of the driver.
All air shut offs and/or electric kill switch cables and hook rings must be located in the

- center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
4. Minimum of lap seat belts and approved helmets must be worn when pulling.
 5. Standard transmission must use an SFI approved bellhousing, complete with commercially available or 3/16" block plate. Block plate bolts must be Grade 8 with a minimum of 6 bolts or all holes available must have bolts. A .090 liner is also recommended. Clutch and flywheel must be SFI approved. Automatics must use SFI approved full blankets properly installed front to back and have SFI approved flex plates.
 6. All trucks must have a neutral safety switch. Clutch pedal must be fully depressed to activate starter.
 7. All drivers must wear a complete fire suit (minimum requirements - single layer fire suit, fire gloves, balaclava, fire boots or leather work boots). No leather running shoes allowed.
 8. Harmonic balancer must be SFI approved.
 9. No engine driven fan blades.
 10. Side shields of 1/8" steel or aluminum are required to cover the entire block that the frame doesn't.
 11. Trucks with lift bodies must have the body in lowered position before the vehicle can be moved (running or stopped). Lift bodies must have a safety lock to hold up the body.
 12. At no time will a pulling truck be left alone while running.
 13. Rear axle shields are mandatory on all Super Stock trucks. Shield must be at least .060 thick. Shield must cover minimum diameter axle end.
 14. No fuel tanks are allowed under the hood of the pulling vehicle.
 15. Windshields are mandatory. (for safety).
 16. Firewalls are mandatory.



SUPER MODIFIED 4 WHEEL DRIVE TRUCKS

Body/Chassis:

1. Vehicle must have a hood, grill and fenders in place as intended by manufacturer.
2. Vehicle body must be or have been available from a dealer as mass produced.
3. Vehicle must maintain original appearance.
4. Vehicle must have complete outer shell (doors, fenders, hood, body sides).
5. Cab and bare chassis or flatbed not allowed.
6. All doors and hoods to be functional unless tilt bodies. Tilt bodies without working doors must have external lifting device.
7. Truck doors must have a single latch design allowing the door to be operated from inside and outside.
8. Vehicles with less than stock size window openings must have an escape hatch with a minimum size of 17 inches by 18 inches.
9. Air shock type devices are allowed as long as there are no lines or controls going to and from them.
10. Adjustable front suspension stops must be mechanical. Pneumatic, hydraulic, electrical adjustable stops are not allowed.
11. Vehicles have the option of not having front windshield and/or rear glass installed in their vehicle for safety reasons.
12. Stained or smoked glass is not allowed.

13. Tinted windows that impair the Track Official's view of the driver's compartment are not allowed.
14. Vehicles in this class must have vertical bumpers at the rearmost point of the vehicle. Bottom of the bumper must be a minimum of 8 inches vertically. Must be rigid.
15. Hood line variance: original hood line should be kept and a 3 inch maximum clearance opening will be allowed for speed equipment.

Drawbars:

1. No drawbar greater than the angle of the sled chain. Acceptable angle = 0 degrees to a maximum of 33 degrees.
2. Hitch height is 26 inches for supercharged and turbo diesel trucks and 27.5 inches for naturally aspirated.
3. Hitch length from the center point of the rear axle to the hook point to be 30% of wheelbase.
4. Drawbars shall be constructed so that in the event of drawbar breakage the drawbar supports do not pull from a top link or brace above the centerline of the rear axle. Support must be within 6" of point of hook, can be closer.
5. Hitch point at the point of hook needs to be minimum 1" thick steel plate to a maximum of 1 1/2" x 1 1/2" square or 1 1/2" round steel stock with an oblong shape 3 3/4" long by 3" wide.
6. All drawbars must be approved by the Tech. Official.

Driveline/Driveline Shielding:

1. Vehicle must have three (3) round metal loops shielding driveshaft.
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 6 inches from the universal joints with third loop in the center of the shaft.
4. May use a solid tube (3/8 inch aluminum or 5/16 inch steel) to meet the above requirements.
5. If planetary reductions at wheels are used the following driveshaft shielding criteria will apply. No cast metal.
6. All remaining drivetrain, excluding additional manual transmissions, must be enclosed in 5/16 inch minimum steel or 3/8 inch aluminum, round inside diameter not to exceed 2 inches more than the outside diameter of the largest universal joint, fastened every 6 inches or closer with 3/8 inch or larger bolts, grade #5 or butt and seam welded and securely mounted to the vehicle's frame. Applies to all vehicles with exposed driveshaft. No more than 1/4 inch of end of driveline shall be visible with driveline shielding in place. If U joints are used in any driveshaft application the shielding must be 5/16 inch steel or 3/8 inch aluminum with 1/8 inch steel insert in aluminum. The shield must a minimum of 6 inches wide.
7. All FWD vehicles engine/automatic transmissions combinations must have either:
 - Two front engine mounts, two rear engine mounts and a support saddle for rear of transmission with 1/2 inch maximum clearances OR
 - Two front engine mounts, support saddle at rear of engine with 1/2 inch clearance and a mount at rear of transmission.
8. This is to prevent engine or transmission from dropping if breakage occurs.
9. Driveshafts between engine and transfer case must have solid shielding a minimum of 3/8 inch aluminum or 5/16 inch steel.
10. Vehicle must have a 360 degree metal shield around the universal joints, 3/8 inch aluminum or 5/16 inch steel, minimum width of 6 inches. If a split design is used mount as in Rule 2a above.
11. Axle and hub bolt shield required except where planetary final drives are used.
12. Shield must be at least 0.060 inch thick.
13. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
14. Mounting shield cannot be mounted to axle end or hub bolts.
15. A hole may be installed in centre of front shield so lock can be operated as long as hub end or axle bolts are covered.
16. No counter balancers permitted in driveline.
17. Trucks must have front brakes that will control the vehicle.
18. All drivelines must have 3/8" steel 360 degrees around brake components and both ends

must be closed with 1/8" or greater steel

Engine:

No diesel engines allowed. (Nathan O'Neil only in this class)

1. Vehicles are limited to a single automotive type engine. Automotive engine is any engine or its replica available in a passenger car or pickup truck. Maximum 10 cylinders. A replica engine block to be considered legal may be a maximum of 5" bore space on center. Acceptable engines to include Dodge V-10 and Ford V-10 and pickup diesels. These engines must follow the rest of the rules related to cubic inch displacement, head configuration and pressure stages. Maximum of 650 cu. in. motor naturally aspirated or 500 CI supercharged.
2. Diesel turbo maximum 466 cubic inch.
3. Automotive type block Alum or cast iron allowed.
4. All motors may use up to 871 superchargers but heads must accept stock valve covers (supercharged only) – 40% maximum overdrive allowed on blower.
5. Diesels are limited to two valves per cylinder.
6. Blowers or turbo limited to one pressure stage.
7. All superchargers must be mounted to the intake manifold by use of aluminum studs only. (No steel studs allowed.)
8. Supercharger restraint system is mandatory and shall consist of four separate straps, one on each corner of the supercharger, with each strap securely fastened to the engine by means of its own attachment bracket. The top bracket to be sandwiched between the lower surface of the injector body and the upper surface to the supercharger case. The bottom attachment bracket for each strap shall be connected to the engine by a minimum of a 5/16 inch bolt or stud, grade 5 or better.
9. Supercharger drive components must be shrouded on the top and sides with 0.060 inch metal. Blower belt shield must be wider than all components, idler, belt, pulleys, etc. and extend to the bottom of the bottom pulley or below.
10. Turbocharger must be completely shrouded except for inlet and exhaust pipes with steel or aluminum at least .60 in thickness. Body panels are appropriate shrouding if turbo is not visible from outside of vehicle.
11. Acceptable fuels are gasoline, diesel and alcohol.
12. Engine must be in stock location which is defined as being within engine compartment as manufactured behind stock grill and in front of stock firewall.
13. Vehicle may run without a radiator and engine may be moved forward but the entire engine must stay behind the grill. Entire engine to mean anything that is bolted to the engine block except for high performance type starters with crank shaft drive, and cam driven components.
14. Rear of engine block may not be moved forward of centerline of front axle.
15. Automotive engines must run 2 valves per cylinder and 1 spark plug per cylinder.
16. Fuel injection (and carburetors) and headers may protrude through the hood.
17. Vehicle must have vertical exiting exhaust. Height of pipe must be a minimum of one foot above the bend. Vertical is defined as "being in plumb" with a 10 degree variance in any direction permitted.
18. Engine to be shielded on both sides from bottom to top of block and the entire length of the block. Shield must be 60 thou. material or greater and be securely mounted.
19. Engines that use harmonic balancers must use SFI approved balancer.
20. Throttle return springs, 2 per carb or injector.

.Turbo chargers: Max diameter to be 3.00 inch. Exhaust systems must exit vertically. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inched of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.

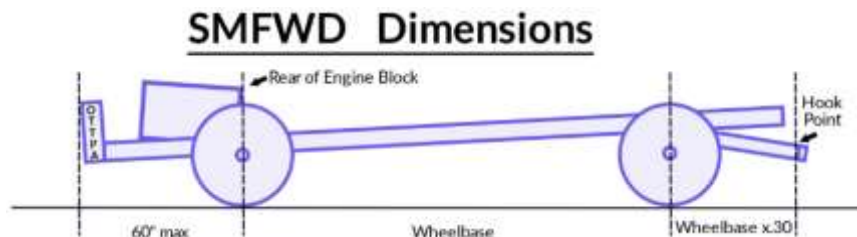
21. Diesel: No fuel is to be injected in any other way than the fuel injection pump.
22. Diesel: Water injection is permitted, alcohol, methanol and other flammables are prohibited. Commercially available pump lube is allowed.

Frames:

1. May be different than the make and model of the truck body.
2. Must be main supporting member of the chassis, OEM truck frame.
3. Tubular steel frame is allowed.
4. Centre of wheels cannot exceed plus or minus 6 inches of the fender wells for wheelbase being used which means that a vehicle may run up to a maximum of 133 inch wheelbase.
5. Wheels must be in fender wells as described above. Body may be stretched in the middle to accommodate this.
6. 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 inch.
7. Maximum wheelbase cannot be longer than 133 inches.
8. Weights to be no more than 60 inches from the centre line of the front axle.
9. Solid rear suspension only.

Hitch:

1. Truck must have floor or bed cover.
2. Truck may compete without tailgate or rear door(s) for greater hook point visibility.
3. No portion of the truck may interfere with the sled, chain or hook during the pull or while being hooked or unhooked.
4. An area 5 inches wide and 12 inches high immediately above the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbar) for ease of hooking and unhooking. If body extends more than 12 inches behind point of hook, the open area must be 18 inches above drawbar and 24 inches wide at rear most point of body.
5. Vehicle must have a tow hitch on front of vehicle.
6. It can extend no more than 6 inches ahead of the farthestmost front portion of the vehicle.
7. It will not be counted when measuring the length of the vehicle.
8. It must have a 3 inch diameter hole, positioned horizontally.
9. It must be strong enough to push or pull the vehicle at its heaviest weight.
10. It is to be used only for pushing or pulling the vehicle.



Safety:

1. Vehicle must have a complete firewall (no holes except for controls).
 2. Vehicles that do not have working doors must carry an onboard halon fire system with a minimum of three (3) nozzles located within the driver's compartment/engine compartment. Truck with working doors must carry 2½ pound ABC or 1½ pound halon fire extinguisher convenient to driver.
 3. Flip-top or funny car type vehicles must have body in lowered position before vehicle may be moved under its own power.
 4. Flip-top type bodies must have a safety lock to hold up the body.
 5. Body may be raised to start engine and may stay in raised position while engine is running as long as vehicle is not in motion.
 6. At no time will vehicle be running without someone in the driver's seat.
 7. All vehicles with ignition type (gas, alcohol, etc) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles with high pressure mechanical fuel pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver.
- All vehicles with diesel engines must use a spring-loaded air shut off that is functional

from the rear of the truck (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch (cable) of the vehicle.

All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.

Operators Compartment:

1. No fuel tanks, fuel pressure gauges, fuel pumps, batteries 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 acceptable fire barrier material.)
3. Vehicles must use wheels no more than 6 inches off the ground, within 6 inches of the forward most part of the vehicle.
4. Wheels must be a minimum of 6 inches in diameter by 2 inches wide.
5. Wheels must support the weight of the vehicle.
6. Wheels must be raised or removed for the purpose of ground clearance when vehicle is not on competition track.
7. Wheels must be at least 3 feet apart.
8. Weights must be safely secured to vehicle and must not extend forward more than 60 inches from the centerline of front axle.
9. Trucks must have a rear kill switch and backup light.
10. Trucks must have a neutral safety switch to prevent the vehicle from starting in gear.

Tires:

1. Maximum tire size to be 112 inches circumference when inflated to 30 psi with original bar. Not to exceed 18 inches in width before cutting. No dual wheels. Bar tires only.

Bellhousing and Transmission:

1. Bellhousing to be SFI 6.2 or 6.3 with a 3/16" steel block plate or SFI 6.1 bellhousing with SFI 4.1 or 4.2 blanket
2. Clutch and flywheel must be SFI 1.1 or 1.2 approved.
3. Automatic transmissions must have a SFI 4.1 or 4.2 scatter blanket covering the bellhousing and tranny body or combination transmission body shield SFI 4.1 and bellhousing blanket SFI or an approved transmission body SFI 4.1 and a bellhousing blanket SFI 4.1. Flex plate to be SFI 29.1

Additional Rules:

1. Pullers will be on the honor system for weight with offsite scales.
2. No trucks may bump up into class without complying with these rules.
3. Complete fire suits are mandatory including balaclava, fireproof gloves and boots. SFI 3.2A/1.
4. Lap belts must be worn during a pull.

SUPER STREET DIESEL 2.6 TRUCKS

1. This class is intended for street driven 3/4 or 1-ton diesel pickup trucks. All vehicles must be licensed and insured for the road. All safety equipment required to pass a safety inspection must be present and operational. Drivers must have a valid driver's license.
2. 8,500 lb. maximum weight.
3. Ballast weight: All added weight must be mounted securely in the bed of the truck or hung on a front weight bracket (no weight boxes). Weight to extend no further than 60" from center of front axle. No weight in the cab of the truck.
4. Batteries must be securely mounted under the hood.
5. Body: The body used must have been available from the factory as a production 3/4 or 1-ton diesel pickup. Body must retain all factory sheet metal including the full bed floor, firewall, and floor pan. After market steel hoods will be allowed. No fiberglass hoods.

- OEM front bumper is mandatory. Rear bumper and tailgate may be removed. No cab and chassis type trucks or flat beds allowed.
6. Interior: The full factory interior must be retained. This includes front and rear seats, console, carpet, headliner, dashboard, and factory glass. The factory seat belts must be in place and are to be worn at all times while hooked to the sled. A working fire extinguisher must be within reaching distance of the driver.
 7. Brakes: 4 wheel hydraulic brakes are mandatory and must be in good working order.
 8. Chassis: A factory made frame available in a production 3/4 or 1-ton 4x4 diesel truck must be used. Chassis must match the body for the make and model intended during production. The factory wheelbase for the chassis and body used must be retained. The full factory frame must be retained.
 9. Driveline: Transmission, transfer case, and front and rear axle housings must have been available in a factory production 3/4 or 1-ton truck. Swapping from manufacturer to manufacturer is allowed.
 10. Suspension: A factory style front suspension must be retained. Ford trucks may convert to aftermarket 4-link style suspension. A full factory style rear suspension must be used. No solid welded suspension. Traction bars may be added. Welding is allowed for traction bar mounting points only. Suspension may be blocked solid with removable suspension stops. At least one working shock absorber is required at each wheel. Air bags will be allowed. No onboard air compressors or air tanks.
 11. Steering: The full factory steering system must be used. No hydraulic assist or full hydraulic steering. Additional steering stabilizers may be used.
 12. Tires: Tires must be DOT approved. No cut or bar type tires. Dual wheels are not allowed, factory dually trucks will need to remove the outer dual on each side.
 13. Hitches: Maximum hitch height of **26 inches**. A factory-made receiver type hitch must be used. Hitch must be mounted only to the truck frame and must be rigid in all directions. No drawbar type pulling hitches. Reinforcements may be made from the hitch to the truck frame. No attachments to the frame forward of rear axle centerline. A hook opening of 3"x3.75" must be provided as per general rules. Hook point may be no closer than 44" to rear axle centerline.
 14. Engine: Any diesel compression ignition engine available in a North American made 3/4 or 1-ton truck may be used. No aftermarket heads or blocks. Maximum displacement of 460 cubic inches. Engine swaps from make to make, model to model, or year to year will be allowed. Front of engine block may not be mounted more than 17 inches forward of front axle centerline. Coolant must circulate freely in engine block and cylinder head. No hard filled blocks or heads allowed. Must be equipped with a radiator in the stock location.
 15. Fuel injection system: Fuel injection pump is limited to a stock appearing OEM engine make specific pump only. No agricultural type governors. Dual high-pressure common rail pumps. Must use OEM throttle-pedal assembly permitted.
 16. Fuel delivery system: The factory-installed fuel tank must be used. No aftermarket fuel cells. Diesel fuel only.
 17. Intercoolers: OEM equipment or aftermarket replacement air-to-air intercoolers only. Must be mounted in stock location. Water to air intercoolers are prohibited unless factory equipped.
 18. Turbocharger: The turbocharger compressor inducer size limit for the class is 2.6" (66mm). Single turbo only unless factory equipped.
 19. The following turbocharger configurations will be allowed:
 20. OEM factory production appearing turbocharger for the make and model year of engine used with a maximum inducer size of 2.6"/66mm. To be considered an OEM appearing turbo the factory compressor housing must be retained with an unmodified map enhancement groove as well as the factory centre section and turbine housing.
 21. Borg Warner S300 series turbochargers will be allowed with a maximum inducer size of 2.6"/66mm. Turbo must use an unmodified compressor housing retaining the factory type map groove as supplied from Borg Warner. S300 style turbine housing must be used with a maximum of a T4 flange size. Reproduction type turbochargers using an S300 frame size will be allowed at the discretion of the tech committee.

22. Garrett GT40 series turbochargers will be allowed with a maximum inducer size of 2.6"/66mm. Turbo must use an unmodified compressor housing retaining the factory type map groove as supplied from Garrett. GT40 turbine housing must be used with a maximum of a T4 flange size.
23. Ford Powerstroke 6.4 litre engines may utilize the factory compound turbo configuration. Turbo must not be modified in any way. Atmospheric turbo must retain the factory inducer bore of 2.59".
24. Any other turbocharger may be used with a maximum inducer size of 2.6"/66mm. Any turbo other than those listed above must use a smooth bore configuration. This means no map enhancement groove is allowed. Compressor wheel must protrude a minimum of 1/8" into the 2.6" bore. No provisions for air to enter the compressor wheel other than through the 2.6" bore will be allowed.
25. Turbochargers will be inspected using a 2.650" diameter plug. Plug must not be able to contact face of compressor wheel. Competitors may be asked to make their turbochargers accessible for inspection at any time before or after a pull.
26. Injectables: No Injectables of any kind will be allowed; Nitrous, water, propane, etc. are prohibited. All system components must be removed from the vehicle.
Exhaust: All vehicles must be equipped to direct exhaust upwards rearward of the cab, using either a stack through the bed floor or a 90 degree turn up installed securely on the tailpipe. All turbo charged engines must have one of the following three (3) options:
Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.
27. All vehicles with diesel engines must use a spring-loaded air shut off that is functional from the rear of the truck (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch (cable) of the vehicle. All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
28. Driveshaft loops: All trucks must have at least one driveshaft shield around each universal joint in the truck. This shield shall completely cover the joint being protected. The shield may be steel or aluminum and must be at least 1/4" thick. The rear driveshaft shall have a minimum of one restraining hoop located approximately mid length of the driveshaft. This hoop shall be steel or aluminum and must be at least 1/4" thick and securely mounted.
29. Flywheel/Flex plate: Standard transmission trucks must use an SFI approved steel flywheel and clutch assembly.
30. Automatic transmission trucks must use either an SFI approved flex plate or an SFI approved bell-housing blanket.
31. Top five trucks will be teched at every event.

PRO STREET DIESEL 3.0 TRUCKS

1. Maximum Weight 8000 LBS
2. The OEM Chassis is mandatory. The vehicle must retain the full OEM chassis that matches the length of the OEM body. Wheel tubs, back-half conversions, tube chassis are prohibited. Vehicle wheelbase must not exceed an OEM Production 3/4- or 1-ton truck, if wheelbase is lengthened from OEM cannot exceed 158", body must be

- lengthened to match. No Cab and Chassis trucks permitted. Rigid suspension allowed. No airbags. Hydraulic steering is allowed.
3. The body must be an OEM truck body. Beds must be covered. No flatbeds permitted. The body must retain the full sheet metal, aftermarket steel hoods are permitted. The hood must be closed and securely latched while hooked to the sled. Maximum engine size will be 460 cubic inch. Engine must have SFI harmonic balancer. No engine driven fans allowed. Engines must come from factory in one ton or smaller diesel pickup truck. Engine must remain in engine compartment as intended by manufacturer. Engines may be interchanged between manufacturers.
 - a. No aftermarket blocks permitted.
 - b. Head must be OEM or OEM one piece cast replica for that brand engine. No billet heads of any material. Outside dimensions of cylinder head must measure factory width and length. Head must retain OEM valve angle.
 4. Front of engine block can be no farther forward than 17" of center line of front axle.
 5. Minimum of one functioning reverse light.
 6. Engine must have cable surrounding block and head. Cable must be minimum 3/8" diameter and be located between cylinders # 1 and #2. Cable must pass through manifolds. Cable will have 4" to 6" of slack with a minimum of 4 cable clamps at splice.
 7. All engines will have a deflection shield, running the complete length of the block casting, height to be to bottom of head. Shield must be securely fastened and must be .060" thick (This equates to a steel inner fender)
 8. Hook point must be no closer than 44" of center line of rear axle, hitch height maximum of 24", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted to center line of rear axle or behind. Hitch must not exceed a maximum of 25 degrees angle from pivot point to hook point. No hitch supports or adjusters fastened to the rear axle housing shall be above the centreline of the rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.
 9. The turbocharger is smooth faced intake housing, limited to a maximum of 3.0" inlet (no map ring) with all air entering through the 3.0" opening. Intake wheel must protrude 1/8th inch inside of opening.
 10. Exhaust systems must exit vertically. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.
 11. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.
 12. Water injection is prohibited. All components must be removed from the truck.
 13. All vehicles with diesel engines must use a spring-loaded air shut off that is functional from the rear of the truck (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles must also utilize a fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this MUST be hooked to the kill switch (cable) of the vehicle.
 14. All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.

15. Fuel Systems: Maximum of one P7100 pump, limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps or HPOPs is allowed. Electronic fuel injection is permitted.
16. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
17. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
18. Must run DOT approved tire. Maximum measured tire height 35", **tire to be marked 35/12.5 or metric equivalent** no studded tires or chains. No alteration to DOT tires allowed. Dual rear wheels are permitted on rear axle only. Maximum of 6 tires.
19. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of the truck. If weights are located in the bed of the truck they are to be securely fastened to the bed of the truck.
20. Drive train will consist of the following: any front axle, any transfer case, OEM automatic or standard transmission available in 3/4 or 1 ton trucks, and any rear axle. No planetaries permitted.
21. All trucks must have working front and or rear brakes.
22. Automatic or manual transmissions must have functioning clutch safety switch or neutral safety switch.
23. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in of hubs.
24. No cast iron clutches or flywheels permitted, must be SFI approved. SFI bell housing blankets and or SFI blow proof bellhousing required. Automatic transmissions must have a full length blanket or shield, must meet SFI 4.1.
25. All trucks must have at least one u-joint shield around each driveshaft u-joint on the truck. This shield shall completely cover the joint being protected. The shield may be steel or aluminum and must be at least 1/4" thick. The rear driveshaft shall have one restraining hoop located approx. mid length of the driveshaft. This hoop shall be steel or aluminum and must be at least 1/4" thick and securely mounted.
26. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
27. Fire extinguisher (2.5#) or fire suppression system, helmets- Snell SA2010 or better, seatbelts and SFI fire suits required.
28. Class rules subject to change upon class vote.

PRO MODIFIED DIESEL 3.6 TRUCKS

1. Maximum weights
7800 lbs
OEM Chassis with 3.6 turbo. The turbocharger is smooth faced intake housing, limited to a maximum 3.6" inlet, (no map ring) with all air entering through the 3.6" opening. Intake wheel must protrude 1/8" inside of opening.
Tires: Dot approved tire max 35" or bar tire allowed No combination of dot and bar tire allowed.
- 7500 lbs
Fiberglass body and or tube chassis and or turbocharger(s) bigger than 3.6.
Cut tires only (trial year, possible handicap determined by class rep and track official)
2. Maximum wheelbase 158" and 102' maximum width.
3. The body must be OEM truck body (or fiberglass replacement). No flat beds permitted. The body must retain all the full sheet metal, aftermarket steel hoods are permitted.
4. Firewall- Must have complete firewall with no holes except for controls. Holes not to
 1. exceed 1/2" larger than the controls. May be constructed of a minimum 1/16" aluminum,
 2. 1/16" steel or 1/8" Lexan and must extend downward to the bottom of the frame.

5. Maximum engine size will be **460** cubic inch.
6. Engine must have cable surrounding block and head. Cable must be minimum 3/8" diameter located between cylinders #1 and #2. Cable must pass thru Manifolds. Cable will have 4-6" of slack and minimum 2 clamps at splice.
7. All engines will have a deflection shield (wheel liner), running the complete length of block casting. Shield must be securely mounted and be min .060" thick.
8. Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum 26", with a minimum of a 3.75"x3.0 opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted centre line of rear axle or behind. No hitch support or adjusters fastened to the rear axle housing shall be above the centerline of rear axle. Pivot pin of drawbar can be no farther forward than centerline of rear axle.
9. Exhaust systems must exit vertically. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.
10. Water injection permitted. Lubrication only. No alcohol or oxygen enhancers allowed.
11. All vehicles with diesel engines must use a spring-loaded air shut off that is functional from the rear of the truck (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles must also utilize a fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch (cable) of the vehicle.
All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
12. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
13. Fuel limited to diesel fuel, no alcohol, nitrous, propane or any other oxygen enhancing agents allowed.
Front weights must be no more than 60" from centre line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of truck.

Drive Train:

1. Drive train will consist of the following: Any front axle, any transfer case and any rear axle. No planetaries permitted.
2. Axle shields are required. Shield to be .060" thickness steel or aluminum. Shield not to be mounted to axle ends or hub bolts. A hole may be cut in one to allow locking in hubs.
3. No cast iron clutches or flywheels permitted, must be SFI approved. Trucks with auto transmissions must have SFI flex plate, SFI bell housing blankets or SFI blow proof bell housing required.
4. All U-joint must be shielded 360 degrees with 3/8" thick aluminum or 5/16 steel. Shield will be 6" long minimum and centered on U joint. Inside diameter of shield will be no more than 2" larger than u joint.
5. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
6. Fire extinguisher (2.5#) or fire suppression system, helmet-Snell SA2015 or better, SFI fire suit, hat sock, gloves, shoes and seat belts required & neck brace.

SUPER MODIFIED 2 WHEEL DRIVE TRUCKS

All NTPA rules apply

Body and Chassis:

1. The maximum length of the vehicle is no more than 15 feet from centre line of rear axle to forward most portion of the vehicle including weight racks.
2. The 15 foot from centre of rear axle overall rule will apply to all TWD vehicles with the exception of a 10 inch over-length allowance for cosmetic fiberglass only. No steel structure, reinforcement or steel bumpers allowed past fifteen feet. This allowance applies only to pick-up truck style bodies of the following models: 1994 Dodge or newer, 1996 Ford or newer and 1998 Chevy and/or GMC or newer.
3. Must run a minimum of 14 inch front rims with an automotive or front tractor tire.
4. Any wheelbase is permitted.
5. Front wheel and axle to remain in the visual centre of the front wheel well. Maintain minimum of 2 inches of complete original type wheelhouse forward of front wheel. Must be able to see forward most part and rearward most part of tire from a side view.
6. Maximum width of vehicle is 8 feet.
7. Weights are not to extend forward of maximum length stated in Rule #1 above or rearward more than 12 inches from hitch point and must not interfere with hitching and unhitching of vehicle.
8. Any factory production body truck or van is allowed including passenger-type bodies.
9. Funny car-type body and/or fiberglass body must have escape hatch or doors in top or back of body.
10. Vehicle must have a presentable van/pickup bed with cover or flatbed in place.
11. Chassis (frame) may be truck frame or fabricated frame like Modified tractors.
12. Vehicle must have a hood, grill and fenders in place as intended by manufacturer.
13. Vehicle body style must be or have been available from a dealer as mass produced.
14. Vehicle must maintain original appearance.

Vehicle Appearance:

1. Fiberglass hood scoops, spoilers, fender flares are allowed.
2. Allowed to use stock appearing pickup truck and vehicle fiberglass bodies and body parts.
3. Driver must be in original driver compartment.
4. Side doors must be mounted and closed if vehicle was manufactured with doors.
5. Vehicle doors must have a single latch design allowing the door to be opened from both inside and outside.
6. Flip-top body type vehicles and vehicles that do not have two (2) working doors must have a door glass lowered or removed while under green flag.
7. Vehicles with less than stock size window openings must have an escape hatch with a minimum size of 17 inches x 18 inches or large enough for driver to exit. Escape hatch
8. Vehicles in this division must have vertical bumpers at the rearmost point of the vehicle. Bottom of bumper to be a minimum of 24 inches from the ground. Bumper to extend minimum of 8 inches vertically. Must be rigid.
9. Hood line variance - original hood line should be kept and 3 inch maximum clearance opening will be allowed for speed equipment.
10. Windshields are optional.

Driveline/Clutch:

1. Torque converters, automatic shifts, etc. are permitted.
2. No electronic, pneumatic or hydraulic device that affects the clutch system is allowed. All staged or variable released clutches of any description are prohibited. (This does not affect slave cylinder for clutch pedal.)

Driveline Shielding:

1. Without planetary rear-end:
2. If planetary rear-end is not used transmission to final drive.

3. Vehicle must have three (3) round metal loops shielding on each drive shaft (two-piece drive shaft must have six metal loops).
4. 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.
5. End loops to be placed no farther than 6 inches from universal joints with third loop in centre of shaft.
6. May use a solid tube (3/8 inch aluminum or 5/16 inch steel) to meet the above requirements.
7. Driveshafts between engine and transmission must have solid shielding a minimum of 3/8 inch aluminum or 5/16-inch steel.
8. Vehicle must have 360 degrees metal shield around the universal joints, 3/8 inch aluminum or 5/16 inch steel, minimum width 6 inches. If a split design is used mount
9. Axle and hub bolt shield required except where planetary final drives are used.
10. Shield must be at least 0.060 inch thick.
11. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
12. Mounting shield may not be mounted to axle end or hub bolts.
13. A hole may be installed in centre of front shield so lock can be operated so long as hub end or axle bolts are covered.
14. No counter balancers permitted in driveline with planetary rear-end.
15. All remaining drivetrain excluding additional manual transmissions must be enclosed in 5/16 inch minimum steel or 3/8 inch aluminum, round inside diameter not to exceed 2 inches more than the outside diameter of the largest universal joint, fastened every 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 driveshaft. No more than 1/4 inch of end of driveline shall be visible with driveline shielding in place. If U-joints are used in any driveshaft application the shielding must be 5/16 inch steel or 3/8 inch aluminum with 1/8 inch steel insert in aluminum. The insert must be a minimum of 6 inches wide. All FWD vehicles engine/automatic transmission combinations must have either:
16. Two front engine mounts, two rear engine mounts and support saddle for rear transmission with 1/2 inch maximum clearance OR
17. Two front engine mounts, support saddle at rear of engine with 1/2 inch clearance and a mount at rear of transmission.
18. This is to prevent engine or transmission from dropping if breakage occurs.
19. TWD vehicles with driveshaft of 60 inches or longer must have a minimum 2 inch nylon strap in the middle of that span to secure the driveshaft shield to the frame.
20. Driveshaft tethers are required.

Engine/Engine Limitations:

1. Vehicles are limited to a single automotive-type engine. Automobile engine is any engine or its replica available in a passenger car. Maximum eight (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted. At all levels of TWD competition, a limit of 575 cubic inches and two valves per cylinder.
2. Engine must be in stock location which is defined as being within engine compartment as manufactured behind stock grill and in front of stock firewall.
3. Vehicle may run without radiator and engine may be moved forward but engine must stay behind the grill. Entire engine to mean anything that is bolted to the engine block.
4. Except for high performance type starters with crankshaft drive, rear of engine block may not be moved forward of centre line of front axle.
5. Allow only single staged turbochargers, 1 per bank in this division and must therefore follow the safety rules that apply to all turbocharged engines.
6. Turbochargers that are not under the hood must be completely shrouded except for inlet and exhaust pipes with steel or aluminum of at least 0.060 inch thickness.
7. Turbochargers under fiberglass hoods must be completely shrouded except for inlet and exhaust pipes under the area of the fiberglass with steel or aluminum of at least 0.060 inch thickness.
8. Intercoolers located outside of normal engine shielding must be shielded the same as turbochargers not under the hood. Must be shielded with steel at least.
9. Supercharger limit: maximum size 14-71, 19 inch rotor case length, 11.25 inch rotor case

- width. Helix restricted to a maximum rotor spiral of 6.5 degrees per inch of rotor length.
Variable multi-speed supercharger devices prohibited.
10. All superchargers must be mounted to the intake manifold by use of aluminum studs only. (No steel studs allowed.)
 11. Supercharger restraint system is mandatory and shall consist of four separate straps, one on each corner of the supercharger with each strap securely fastened to the engine by means of its own attachment bracket. The top attachment bracket to be sandwiched between the lower surface of the injector body and the upper surface of the supercharger case. The bottom attachment bracket for each strap shall be connected to the engine by a minimum of one 5/16 inch bolt or stud (SAE Grade 5 or better.)
 12. Supercharger drive components must be shrouded on the top and sides with 0.060 inch metal.
 13. The shield must be wider than the drive belt or chain and be securely mounted.
 1. Blower belt shield must be wider than all components, idler, belt, pulleys, etc. and extend to bottom of bottom pulley or below.
 14. Carbureted or injected Allison, Packard, Industrial or Marine engines using centrifugal supercharger must be shielded.
 15. Shield to start at the centre line of supercharger housing and extend 5 inches rearward, notching allowed only to fit around accessory components.
 16. Shield must extend 8 inches forward of centre line of blower housing and notched only for accessory components such as air boxes.
 17. On front edge of the shield there must be a rolled lip extending inward 1 inch.
 18. Shield must be 3/8 inch steel bolted every 2 inches or closer with 3/8 bolts (Grade 5 or better) or larger.
 19. Shield must start at bottom of blower housing, up side, over top and down other side to bottom of blower housing. Holes or notches allowed only for accessory components. Shield must maintain its integrity.
 20. Shielding must be the same on each side of the supercharger. (SFI Spec 4.1)
 21. No cutting or grinding on Allison supercharger wheels.
 22. Allison blowers must have a steel shield as in rule above or an SFI Spec 4.1
 23. On pulling vehicles the tubing on the pressure side of the turbocharger or supercharger to the intake must be under the hood or side shields or bolted or strapped securely.
 24. All supercharged engines with blower drive facing driver must use SFI Spec 14.1 blower restraints.
 25. Screw-type superchargers are not permitted for competition vehicles.
 26. Competitors must disable one ignition system by means other than a switch i.e. removal of spark plug wires on either end or by removal of distributor for that system.
 27. Automotive engines are only allowed to run a maximum of two (2) valves per cylinder head and one spark plug per cylinder.
 28. Fuel injection (and carburetors) and headers may protrude through the hood. Bubble or scoop is optional but if used the scoop or bubble must cover the carburetor(s) or fuel injection if induction system protrudes through the hood.
 29. Vehicle must have vertical exiting exhaust. Height of pipe must be a minimum of one foot above the bend. Vertical is defined as "being in plumb" with a 10 degree variance in any direction permitted.

Frames:

1. Tubular steel frame is allowed.

Hitch:

1. Vehicle must have floor or bed cover.
2. Vehicle may compete without a tailgate or rear door(s) for greater hook point visibility.
3. No portion of the vehicle may interfere with sled, chain or hook during pull or while being hooked or unhooked.
4. An area 7 inches wide and 12 inches high immediately above and below the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking. If body extends more than 12 inches behind point of hook the open area must be 18 inches above drawbar and 24 inches wide at rear most point of body.

5. Vehicle must have tow hitch on front of vehicle.
6. It may extend no more than 6 inches ahead of farthest most front portion of the vehicle.
7. It will not be counted when measuring the length of vehicle.
8. It must have a 3 inch diameter hole, positioned horizontally.
9. It must be strong enough to push or pull the vehicle at its heaviest weight.
10. It is to be used only for pushing or pulling the vehicle.
11. Vehicles must be equipped with an approved draw bar seal

Safety:

1. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½ inch diameter larger than control.
2. Vehicles that do not have working doors must carry an onboard halon fire system with a minimum of 3 nozzles located within the driver's compartment/engine compartment.
3. Flip-top bodies and funny car type vehicles must have body in lowered position before vehicle may be moved under its own power.
4. Flip-top type bodies must have a safety lock to hold up the body.
5. Body may be raised to start engine and may stay in raised position while engine is running as long as vehicle is not in motion.
6. All trucks with ignition type (gas, alcohol etc) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles equipped with high pressure mechanical fuel pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver.
All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.

Operator's Compartment:

1. No radiator, heat exchanger and/or water hoses allowed inside operator's compartment.
2. If battery is inside operator's compartment it must be safely enclosed and securely fastened.
3. No fuel tanks, fuel pressure gauges, fuel pumps and/or fuel lines inside operator's compartment.
4. 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 acceptable fire barrier material.)

Tires:

1. Rear tire diameter shall not exceed 143 inch circumference when mounted on an 18 inch rim and inflated to 28 psi. The ground patch is not to exceed 19 inches based on original tread.

STREET SEMI TRUCKS

1. All trucks must be licensed, insured and highway legal.
2. All highway tractors must be single or tandem drive only (NO tri drive or lift axle).
3. DOT stamped tires only NOT cut or shaved in any manner,
4. No chaining or blocking of suspension.
5. Air bags and ride height must function as normal. No additional controls.
6. Maximum weight 22,000 lbs.
7. Highway tractors must not have any additional weight (ie cranes, forklifts, skid steer or excess chains)
8. No secondary fuels (ie propane, oxygen, water or nitrous) Diesel fuel only
9. All exhaust must exit vertical, behind the cab. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every

- 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.
10. No turbo chargers larger than 82mm, compound turbos allowed if factory production.
 11. Fifth Wheel hitches must be used. Hitch height from hook point to ground must not exceed 22". You must have your own hitch or arrange to have one.
 12. Eligibility of any vehicle wanting to enter this class is at the complete discretion of the track official or tech official and their decision is final.
 13. All General Rules apply.

SUPER SEMI TRUCKS (DEMO ONLY)

1. Vehicles must be stock appearance for that year, model, and make of truck. Must run front fenders independent of wheel assembly. Maximum weight (including driver) must be 22000 pounds.
2. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½ inch larger than control. Firewall must be made of a minimum of .060 steel or aluminium (no fibreglass).
3. All competitor vehicles will have 360 degree metal shield around universal joints. The shielding must be 5/16 inch steel. Any shaft over 50 inches in length must have safety hoops.
4. Fans must be fiberglass bladed. A complete shroud must encircle the fan (360 degrees) and be securely attached. A heavy fiberglass shroud is recommended.
5. Foot throttles must have a toe strap and must have positive two way mechanical linkage for mechanical engines only.
6. All batteries must be mounted outside the cab and be securely fastened in place.
7. All vehicles must have workable brakes on all rear wheels.
8. All exhaust systems must discharge vertically. All turbo charged engines must have the following. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Or two sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees).
9. Fire extinguishers (minimum 2.5 pounds) are required and must be in working order with gauge fully charged. Fire extinguishers must be within easy reach of the driver.
10. All vehicles must be neutral (with brakes set) while being hitched or unhitched from the sled. Drivers hands must be off the steering wheel and visible to track official. All vehicles must be equipped with a reverse light and buzzer.
11. Competing vehicles are required to have securely installed lap belts with a quick opening clasp. It is recommended that it be used at all times.
12. Semis must have hitches measured at all events.
13. Only tandem drive axle semi trucks will be permitted to compete. No front wheel drive allowed. No single axle trucks, no dump trucks, no specialty trucks (well drilling, wreckers, boom trucks ETC) will be permitted to compete.
14. Air bags or air springs and/or all mechanical lift mechanisms on front steering axles are not permitted.
15. Rear axle must be rigid to the frame in all directions. Axles must not move from main frame of truck.
16. If tires on rear drive axle lose contact with the ground while hooked to the sled, this is grounds for disqualifications.
17. One production available commercial truck engine only will be permitted. Engine must have been available in road use trucks. Electronic fuel injection allowed only if OEM engine was equipped with it. A minimum of 500 units must have been produced and available to the public to be considered a production engine. No multi engine vehicles may enter the competition. No non-commercial truck engines (car, pickup, truck, military,

- aircraft, etc) are permitted. No specialty engines such as Arias, Keith Black, Rodeck etc permitted
18. Engine block may be replaced with an OEM replacement as long as it will swing a stock OEM crankshaft for the original model and series engine
 19. Only OEM heads allowed (billet head not allowed)
 20. Engine must have ½ inch cable that surrounds engine 1/3 from front of engine and around frame rails
 21. A three way dump valve is required on all mechanical diesel engines.
 22. Only two (2) air stages are permitted on the engine. Turbochargers (or) superchargers.
 23. Turbochargers must be shielded by a minimum of 5/16 inch fiberglass or 1/8 inch aluminum hood
 24. Ether bottles (or starting aids) must be placed outside of engine and/or driver's compartment
 25. Transmission and rear ends must be commercial semi truck factory components.
 26. All automatic transmissions must be covered by a SFI 4.2 blanket
 27. All competition vehicles are required to have bellhousings covered with an SFI 4.2 approved blanket.
 28. Flywheels are to be steel plate or steel billet. Annual clutch inspection will apply to this division the same as all others. Clutch assemblies must be approved.
 29. Only mechanically activated clutches are permitted
 30. Engines are required to shield all rotating mass mounted to front of crankshaft 360 degrees from front of the engine block to one inch in front of the rotating mass. Shield to be from frame rail to frame rail by a minimum of .125 steel or aluminum, and fastened to frame on each side by a minimum of two evenly spaced bolts. (3/8 inch grade #5 minimum) The remainder of 360 degrees shield will be standard side and hood shielding.
 31. All forms of nitromethane (including nitrous oxide and propylene) are illegal as a fuel additive for pulling competition. Legal fuels for Diesel engines are: Diesel fuel, soluble oil and water. Gasoline is the only legal fuel for gasoline engines.
 32. Trucks are required to have a frame mounted hitch assembly, or fifth wheel hitch assembly. Hitch can have no connection to rear axle or bumper bar assembly.
 33. Hitch may be no shorter than 34 inches, measured from the center of the rear axle to the point of hook, and no longer than 30% of the wheelbase.
 34. A minimum of 3 ¾ inch hole required.
 35. Hitch must be a minimum three square inches of total material (steel) at any point, this includes the area of the pin with the pin removed.
 36. Hook point can be no more than two inches from the back of the hitching device
 37. Maximum hitch height 18 inches and be adjustable from 16-20 inches. Area 5 inches wide and 12 inches high directly above the drawbar must be free of all obstructions. (including weights)
 38. No chains or cables permitted
 39. All trucks with ignition type (gas, alcohol etc) engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped. Ignition type vehicles equipped with high pressure mechanical fuel pumps must also use an inline fuel dump valve controlled from the driver's compartment within easy reach of the driver.
 40. All trucks with mechanically controlled diesel engines must use a spring loaded air shut off that is functional from the rear of the truck (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat
 41. All trucks with electronically controlled diesel engines must use a kill switch that breaks all power to the fuel pump and ignition to cause the fuel pump and engine to stop immediately.
 42. Mechanically controlled diesel powered vehicles must also utilize an inline fuel shut off or dump valve controlled from the driver's compartment within easy reach of the driver. All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle (maximum of 6 inches off center in either direction and 36 inches above the hitch point. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle
 43. *All semi trucks must be equipped with a well marked master electrical disconnect.

44. All tires must be road use approved and available to the public. Dual wheels and dual tires must be used on the rear axles. No chains or cables permitted. No cutting of tires permitted.
45. Maximum tire size limited to: 11.24.5x8.25, 10x22x8.25 or 315/85RX22.5.
46. Tire maximum circumference of 145" to 30 PSI
47. Tire maximum tread width 10"
48. No split rim or wedge lug type wheel allowed.
49. Weights cannot extend rearward more than 52 inches from the center of the rear axle (weights included)
50. Weights cannot extend more than 24 inches from the stock manufactured farthest point forward of the vehicle.
51. Weights must be securely mounted
52. Weights must not interfere with the hooking of the sled to the hitch
53. No moveable weights permitted during competition (such as hydraulic controlled weight racks or boxes)
54. No tarp strap will be allowed to secure weights or be used for any other purpose.

NON CIRCUIT HIGHWAY TRACTORS

1. All Highway Tractors must be licensed, insured and highway legal.
2. All Highway Tractors must be single or tandem axle drive with no lift axles (due to excess gross vehicle weight). No tri-drive trucks.
3. Highway Tractors may not have any additional weight. i.e. crane loaders, skid steer loaders or excess chains.
4. No secondary fuel - i.e. propane or nitrous.
5. The fifth wheel hitch will be used. Hitch height to be 22".
6. No chain suspension or blocking suspension to be allowed.
7. Eligibility of vehicles to enter the class is at the complete discretion of the Track and Tech Officials, and their decision is final.

NON CIRCUIT DUMP/STRAIGHT TRUCK

1. Must have working hitch
2. No ballast in box
3. Single or tandem no Tri Drive Trucks
4. All General rules must apply
5. Eligibility of vehicles to enter the class is at the complete discretion of the Track and Tech Officials, and their decision is final.

NON-CIRCUIT 4x4 GAS TRUCK RULES

1. All Non-Circuit 4x4 Gas Truck classes are competing for prizes only; no points will be awarded under MPTC's point system. The Pull Promoter determines all prizes.
2. The Pull Promoter will determine the class weight. MPTC suggests 6500 lb.
3. The Pull Promoter has the right to determine the area boundaries that a puller can be considered to be a local puller by setting a distance the puller must live within from the pull grounds or by County and/or Region. This information must be posted on the MPTC's Pull Schedule.
4. Trucks must be street legal, licensed and insured for the road. No dealer plates or trip permits allowed.
5. Hitch point is to be the rearmost point of the truck with a maximum height of 22 inches.

- Reese style hitch only.
6. Suspension stops may be used but there must be movement.
 7. All added weight must be secure in the box or flatbed. Factory produced snowplow harness and properly mounted winches are permitted. Front bumpers must be original factory production style or equivalent in factory position
 8. Trucks must be OEM fuel and air system for that model vehicle
 9. Pump gas only. No race fuels. No pressurized fuels or oxidizers of any kind. This includes alcohol, propane, nitrous and oxygen.
 10. All exhaust must exit behind the cab through a muffler.
 11. Aftermarket cold air intakes, exhaust system and a single programmer permitted.
 12. Two drive shaft hoops front and rear. Any exposed u- joints to be covered by a minimum ¼ inch thick steel are required if:
 - a. Engine is performance enhanced
 - b. Tires measure a diameter of over 33 inches unless original equipment
 - c. Suspension is modified (including lateral bars)
 13. Tires must be in good condition and road worthy.
 14. All General Rules apply to Non-Circuit 4x4 Gas Truck classes.
 15. Eligibility of vehicles to enter the class is at the discretion of the Track and Tech Officials, and their decision is final.

NON-CIRCUIT 4x4 DIESEL TRUCK RULES

1. All Non-Circuit 4x4 Diesel Truck classes are competing for prizes only; no points will be awarded under MPTC's point system. The Pull Promoter determines all prizes.
2. The Pull Promoter will determine the class weight. MPTC suggests 8500 lb. All classes will be posted on the MPTC's Pull Schedule. Classes cannot be added or changed after the printing of the MPTC's pull schedule.
3. The Pull Promoter has the right to determine the area boundaries that a puller can be considered to be a local puller by setting a distance the puller must live within from the pull grounds or by County and/or Region. This information must be posted on the MPTC's Pull Schedule.
4. Trucks must be street legal, licensed and insured for the road. No dealer plates or trip permits allowed. Driver must have proof of insurance upon request.
5. Hitch point is to be the rearmost point of the truck with a maximum height of 22 inches. Reese style hitch only.
6. Suspension stops may be used but there must be movement.
7. All added weight must be secure in the box or flatbed. Factory produced snowplow harness and properly mounted winches are permitted. Front bumpers must be original factory production style.
8. Engines must use OEM intake exhaust manifold(s), OEM injector pump and injectors. The vehicle must have the correct engine block and head for that model and model year and be in stock appearance.
9. Pump diesel fuel only. No pressurized fuels or oxidizers of any kind, this includes alcohol, water, propane, nitrous and oxygen
10. All exhaust must exit behind the cab. Modified vehicles must exit vertical – one grace pull. Bone stock truck exempt.
11. Aftermarket cold air intake, exhaust system and a single programmer permitted.
12. Two drive shaft hoops front and rear.
13. Any exposed u joints to be covered by made of minimum ¼ inch thick steel are required if:
 - a. Engine is performance enhanced
 - b. Tires measure a diameter of over 33 inches unless original equipment for make and model year
 - c. Suspension is modified (including lateral bars)
14. Tires must be in good condition and road worthy.
15. All General Rules apply to Non-Circuit 4x4 Diesel Truck classes
16. Eligibility of vehicles to enter the class is at the discretion of the Track and Tech Officials, and their decision is final.

NON-CIRCUIT TRACTOR RULES

1. All Non-Circuit Tractor Classes are competing for prize(s) only. No points will be awarded under MPTC's Point System. The Pull Promoter determines all prizes.
2. The Pull Promoter will determine the class weight, speed and tractor type. All classes will be posted on MPTC's Pull Schedule.
3. The Pull Promoter has the right to determine the area boundaries that a puller can be considered to be a local puller by setting the distance the puller must live from the pull grounds or by County and/or Region. This information will be posted in the MPTC's Pull Schedule.
4. Each tractor may pull in a maximum of two classes at one event. A Non-Circuit tractor can pull in two Non-Circuit classes or one Non-Circuit class and one Stock or Vintage class.
5. Tractors must have a hood, floorboards, grill(s) and fenders and must be substantially stock appearing for that model. Engines must be stock or manufacturer's replacement for the model with no visible engine modifications.
6. All classes are two-wheel drive without duals unless stated in MPTC's Pull Schedule.
7. Maximum RPM's is 10% over manufacturer's high idle.
8. Tractors' exhaust systems with no mufflers must be pointed away from the crowd.
9. Dry ice or water injection may not be used.
10. No weights behind the rear axle. See General Rules.
11. All classes of 7500 lb. and under will have a drawbar maximum height of 18". All classes of over 7500 lb. will have a drawbar maximum height of 20". The minimum drawbar length is 18" from the center of the rear wheels to the point of hook. Wheelie bars recommended.

NON-CIRCUIT TRACTORS 8500 LBS AND OVER THAT WILL RUN 8mph AND OVER:

All Non-Circuit Tractors weighing 8500 LBS and Over that will run 8 mph and Over must ALSO conform to the following rules:

1. No Row Crop, single wheel, tricycle or narrow front ends allowed for this class and front axles must have a minimum track width of 48".
2. All tractors with ignition type gas engines must use a kill switch to control the electrical ignition and the electric fuel pump if equipped.
All tractors with diesel engines must use a spring-loaded air shut off that is functional from the rear of the tractor (pulled by sled) and also from the driver's compartment within easy reach of the driver while strapped into the seat. Diesel powered vehicles with high pressure mechanical fuel supply pumps must also utilize an inline fuel shutoff or dump valve controlled from the driver's compartment within easy reach of the driver. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch (cable) of the vehicle.
3. All air shut offs and/or electric kill switch cables and hook rings must be located in the center rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter and be solid or welded, and must be a breakaway style, or the cable must pull completely from the vehicle.
4. "Wheelie Bars" are required. Bars must extend 2" beyond the edge of the rear tires. Stabilizer pads must be a minimum of 24" from the outside of one to the outside of the other, a minimum of 24 sq in. each and a maximum height of 8" off the ground when parked on a flat surface. Vertical bars are to extend up from the rear edge of the pad a minimum of 12" and are to be of equal strength material to the rest of the bars. Bars are to be capable of supporting the tractor's weight in the heaviest class entered. No wheels allowed.
5. Maximum RPM is 30% over manufacturer's high idle up to a max of 3000 RPM.
6. All General Rules apply to Non-Circuit Tractor Classes. Competitors in the Ekotune KOP series must follow all MPTC general rules as well as Ekotune KOP competition rules.
7. Eligibility of vehicles to enter the class is at the discretion of the Track and Tech Officials,

and their decision is final.

KING OF THE PULL

New Class - Hot Farm Class: 16000lbs 2WD, FWA, No Duals, No Triples, No Tanks, No Blades, No Articulate Tractors, No Loaders or Loader Frames: 20" Maximum Drawbar Height – No Hammer Strap Hitches – See Rules Below for Hot Farm – This class will not be in Fergus

Class 1: 17500lbs Local Farm Tractors: 2WD, FWA, No Duals, No Triples, No Tanks, No Blades, No Articulate Tractors, Loaders Permitted With No Attachment: 20" Maximum Drawbar Height – 8mph Speed Limit

Class 2: 22000lbs Local Farm Tractors: 2WD, FWA, Duals Permitted, No Triples, No Tanks, No Blades, No Articulate Tractors, Loaders Permitted With No Attachment: 22" Maximum Drawbar Height

Class 3: 28000lbs Local Farm Tractors: 2WD, FWA, Duals Permitted, No Triples, No Tanks, No Blades, No Loaders, No Articulate Tractors, Loaders Permitted With No Attachment: 22" Maximum Drawbar Height – **HAMMER STRAP HITCHES ONLY**

Class 4: 36000lbs Local Farm Tractors: No Triples, No Tanks, No Blades, No Loaders, No Articulate Tractors, Duals Permitted, Articulates Permitted, Loaders Permitted with No Attachment – **HAMMER STRAP HITCHES ONLY**: 23" Maximum Drawbar Height

To promote the participation of local farmers in area tractor pulls the Palmerston, Drayton, Fergus. Tractor pulls would like to award a top cash prize and trophy to the top pullers in local farm tractor classes. Points will be accumulated in the 17500lbs, 22000lbs, 28000lbs and 36 000lbs local farm class. The point winners from each class will be awarded a \$150 prize, trophy and be crowned the "King of the Pull". In addition, a prize will be offered to the top placing female competitor to be crowned the "Queen of the Pull".

All competitors must meet all MPTC rules regarding NON-CIRCUIT tractors, as well as all required safety rules. One class per vehicle only.

Points System Will Be As Follows: 1st place – 20 points, 2nd place – 19 points, Down To , 20th place – 1 point

Points will be accumulated after each event. The final results will be announced after the Grand Valley Fair Pull. In the event of a points tie for first place after the local farm classes at Grand Valley, the two pullers will pull off to determine the final result. In the pull off there are no test pulls, all pulls are final. A draw will determine pulling order for the pull off. If at any time during the five events that any two pullers pull the exact same distance, a pull off after the class will determine which contestant will receive the higher placing breaking the tie, again a draw will determine pulling order.

All vehicle will be weighed of on scale after pull is complete. Any complaint must be issued with a form and \$200 cash deposit to KOP tech committee. Complaints can only be issued within ½ hour of class completion. If a competitor is found guilty the complainee will receive his deposit back, if not the funds will go to supporting the operation of KOP. Tech Official's Decision Is Final

Any puller misconduct will result in immediate surrender of points and he/she will not be permitted to participate in any following pulls for the season, as well his/her vehicle appear in following pulls for the season. Any consumption of alcohol or drugs is strictly prohibited, a zero- tolerance policy is in effect for all drivers. Any KOP puller caught cheating will be fined \$50 to the King of the Pull committee.

Class Rules: see MPTC website: www.miamipowertoboggan.com – see Non Circuit Tractor Rules, General Rules, for this series of pulling excluding the GENERAL Rules on points.

One entry per vehicle per event only.

~~OTAPM and Non-Circuit Tractor Rules~~
1. The Pull Promoter will determine the class weight, speed and tractor type. All classes competing for prize(s) only. No points will be awarded under MPTC's Point System. The Pull Promoter determines all prizes.

2. The Pull Promoter will determine the class weight, speed and tractor type. All classes will be posted on MPTC's Pull Schedule.

3. The Pull Promoter has the right to determine the area boundaries that a puller can be considered to be a local puller by setting the distance the puller must live from the pull grounds or by County and/or Region. This information will be posted in the MPTC's Pull Schedule.
4. Each tractor may pull in a maximum of two classes at one event. A Non-Circuit tractor can pull in two Non-Circuit classes or one Non-Circuit class and one Stock or Vintage class.
5. Tractors must have a hood, floorboards, grill(s) and fenders and must be substantially stock appearing for that model. Engines must be stock or manufacturer's replacement for the model with no visible engine modifications.
6. All classes are two-wheel drive without duals unless stated in MPTC's Pull Schedule.
7. Maximum RPM's is 10% over manufacturer's high idle.
8. Tractors' exhaust systems with no mufflers must be pointed away from the crowd.
9. Dry ice or water injection may not be used.
10. No weights behind the rear axle. See General Rules.
11. All classes of 7500 lb. and under will have a drawbar maximum height of 18". All classes of over 7500 lb. will have a drawbar maximum height of 20". The minimum drawbar length is 18" from the centre of the rear wheels to the point of hook. Wheelie bars recommended.
12. All General Rules apply to Non-Circuit Tractor Classes. Competitors in the EkotuningCom KOP series must follow all MPTC general rules as well as EkotuningCom KOP competition rules.

KOP Local Tractor Rules

NOTICE: DRAW BAR HEIGHT WILL BE 20" in class 1 and 22" in class 2 and 3, 23" in class 4, measured to top of draw bar or in the case of a hammer strap will be measured to the top of the bottom portion of the hammer strap. The hitch must be rigid in all directions and solidly mounted to the vehicle frame. "D" Hitching Device: The diameter of the hole is a maximum of 3 wide x 3 3/4" long. From the rear point of the hole to the rear point of the hitching device is a maximum of 1 1/2 inch. In all pulling vehicles over 9000lbs if the 'D' hitch is bolted it must be fastened with two bolts. Bolts are to be grade 8 or better, size 1 inch primary (rear), 3/4 inch secondary (front). Tractors using a hammer strap hitch must use an adapter plate (double hitch) if required by the sled. The sled hook must be in a vertical position to be able to pull.

WEIGHTS: Weights are not to extend more than 48" beyond in class 1 and 2, and 65" in class 3 and 4. Distance will be measured level flat on the top of weight or weights to the grill, weights must be securely fastened to brackets. All front weight blocks (front 3pt mounted) must resemble OEM cast blocks, NO DRUMS. All weights must be securely fastened on brackets and NOT in the cab or on the platform (no chains). The weights must not obscure the forward or rear vision of the driver. Weights must not restrict access to the operator station. Weight brackets are to be built to good manufacturing standards and capable of supporting all added weight.

RPM: Maximum 2900 rpm under no load, to be checked visually on tach or by hand tach method, tractors may be checked at each event or at random.

Wide Front Axles Only

17500lbs Class Only – the use of aftermarket cast manifold (both intake and exhaust) are permitted, manifold must retain the stock turbo footprint or smaller, the use of aftermarket turbos is permitted.

KOP Hot Farm Tractor Rules

1. **Engine:** No cubic inch or turbo charger limit size limit. Engine block and cylinder head must be cast, brand must match heritage lines of tractor. Single turbo only – unless twin turbos approved by the class, maximum of p-series injection pump with 1 plunger per cylinder, common rail permitted to run dual fuel pumps. Intercoolers / aftercoolers permitted. 1 stage of water injection is permitted. No secondary fuels or oxidizers permitted.

2. Safety: If a steel fan is used, engine side shields must be installed. Electric fans are recommended. Turbo must be under hood and shielded if hood is not steel. Tractor exhaust systems must be pointed straight up. Tractor exhaust systems must exit vertically. All turbo charged engines must have one of the following three (3) options: Option 1. One set of two (2) 1/2" minimum Grade 5 bolts installed in the horizontal portion of the exhaust pipe within two (2) inches of the exhaust flange and within one (1) inch of each other. Option 2. Two (2) sets of two (2) 3/8" minimum Grade 5 bolts installed in the exhaust pipe as close to the turbo as possible. One set to be installed in at 90 degrees to each other and within one (1) inch of each other, and the second set of two (2) 3/8" minimum grade 5 bolts to be installed at 90 degrees to each other and within one (1) inch of each other, and within two (2) inches of the first set of bolts, and not to be overlapping the first set of bolts. (giving a bolt at every 45 degrees). Option 3. Use an approved Exhaust wheel cage or Turbine Containment ring and attachment hardware supplied by an approved manufacturer.

Air shutoffs are required and a connection located at the rear centre of the tractor. When pulled it must limit the air going into the intake of the tractor. Air shutoffs must be able to be engaged from the rear of the tractor and by the operator of the tractor when sitting in the seat. A dump or bypass valve is mandatory between the filter(s) and injection pump, as close to the injection pump as possible and is to be operated by the driver while seated. "Wheelie Bars" are required. Bars must extend 2" beyond the edge of the rear tires. Stabilizer pads must be a minimum of 24" from the outside of one to the outside of the other, a minimum of 24 sq. in. each and a maximum height of 8" off the ground when parked on a flat surface. Vertical bars are to extend up from the rear edge of the pad a minimum of 12" and are to be of equal strength material to the rest of the bars. Bars are to be capable of supporting the tractor's weight in the heaviest class entered. No wheels allowed. All tractors must have a functioning seat belt and seat belt must be worn while hooked to the pulling sled. Tractors must have roll over protection. Tractors must be equipment with dead-man throttle. Tractors must be equipped with fuel compatible fire extinguisher within drivers reach. Power shift transmission may be required to be shielded. Any exposed universal joint must be shielded. Ladders bars are recommended as well as additional frame rails if tractor is not factory equipped with frame rails.

3) Chassis: Tractors must have a hood, floorboards, fenders, grill, frame rails, transmission housing and or clutch housing, and rear end for that model tractor. Tires and wheels may be changed. Outboard brakes are permitted. All listed components used must be in their original position. Maximum drawbar height is 20" to the top of the hitching device. Minimum drawbar length is 18" from the centre of the rear axle to the point of hook (See General Rules -Vehicles). D-ring hitch made of 1" steel with 3" hole. No weights behind the rear axle. Weights can be added to the rear wheel centers. All weights must be secured on brackets and not on the platform. Front weights must be hung on weight brackets in original position. Wide front axles only. No aluminum wheels. Single cut ag tires are permitted, no double or triple cuts, no HP or puller tires.

4) Maximum RPM is 3100. Enforcement method and penalties to be determined by class and tech committee.