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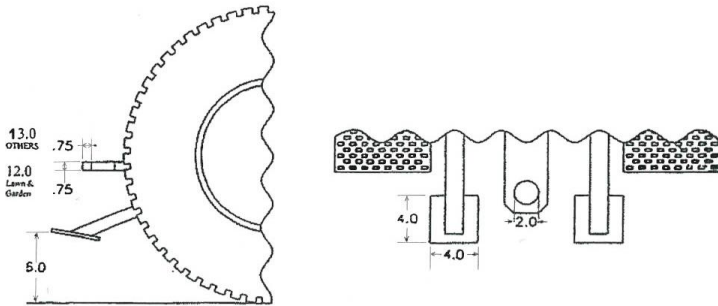
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General Mini Tractor Rules

- 1) If presiding official and tech official feel a vehicle is unsafe, they have the right to not allow a vehicle to pull.
- 2) Presiding official and tech official has the right to grant temporary exceptions to any rule.
- 3) All pulls will be on a soil surface.
- 4) Minimum track size to be 12 feet wide by 100 feet long.
 - a. Maximum length to be 300 feet unless floating finish is used.
 - b. Track shut down will be determined upon length of track and will be marked.
- 5) No one to be on the track other than:
 - a. Track crew
 - b. Safety and tech officials
 - c. Lawn and garden driver parent or guardian
 - i. Parent or guardian may not touch the tractor when tractor is pulling.
- 6) No weights shall interfere with hitching to the drag.
- 7) Any ballast lost while hooked to the sled and/or under the green flag will be cause for disqualification.
 - a. A weight touching the ground, although it may still be attached to the pulling vehicle, will be cause for disqualification (internal breakage excepted)
- 8) Seats and weights shall not move under the green flag.
 - a. If they do move, you will be disqualified.
- 9) Drivers must always remain in the seat.
 - a. No bouncing
 - b. Drivers' feet must remain in normal driving position.
 - c. Drivers must always keep one hand on the steering wheel.
- 10) Driver must wear a helmet, shirt, pants, and close toed shoes when pulling.
 - a. All helmets must have chin strap fastened while pulling.
 - b. Helmets must meet or exceed DOT safety ratings.
 - c. No modifications or alterations allowed.
- 11) A pull must start from a tight hitch – no jerking the chain.
- 12) Each tractor must be registered with Maine State Truck and Tractor Pullers to receive its official pulling vehicle number.
- 13) Each driver must purchase a yearly club membership and daily registration for every day of competition, or a one-time pullers insurance and registration for the day.
- 14) Points are acquired at sanctioned events.
 - a. Points are designated to the tractor and its corresponding competition number – not the driver.

The majority of the Board of Directors has the right to modify, grant exceptions or exemptions to any rule as they see fit



Stock Lawn and Garden Tractor Class

General Rules:

- 1) Weight Classes: 1100 lbs. and 1400 lbs.
- 2) Stock to be original equipment manufacturer stock.
- 3) Drivers must be 17 years of age or younger at some point in the pulling season.
 - a. Older drivers may pull for exhibition only.

Tractor Rules:

- 1) Stock tractors will have stock.
 - a. Hood
 - b. Grill
 - c. motor (type and size)
 - d. fenders (if so equipped from the manufacturer)
- 2) Overall tractor length not to exceed 6 feet measured from the center of the rear axle to the extreme front of the weights.
- 3) Width not to exceed 6 feet including all wheel weights.
- 4) Tractors to pull in two-wheel drive only.

Engine Rules:

- 1) Engine will be factory stock.
- 2) Air or water cooled.
- 3) 3 cylinder maximum
- 4) Governor must be hooked up and working at all times.

- 5) Max RPM: 3850 RPM
- 6) Tractors will use a stock style muffler with no straight pipes.

Tires and Wheels:

- 1) Tractors will use rubber tires not to exceed 34 inches in height.
- 2) Wheels shall be OEM diameter, size, and type.
- 3) Turf tires only
- 4) No cut tires, dual wheels, tires studs, or chains permitted.
- 5) Weight rods on tires are not to protrude more than 2 inches beyond the last weight.

Drawbars:

- 1) Drawbar will be a flat drawbar with a 2 inch or larger hole.
- 2) Pulling point shall not be more than $\frac{3}{4}$ inch from the back edge of the hitching device.
- 3) The hook shall be dropped in from the top of the bar.
- 4) Drawbars must be rigid in all directions.
- 5) Hitch height is 12 inches measured to the top of the bar.

Wheelie Pads and Stabilizer Bars:

- 1) All tractors will have wheelie pads.
- 2) Pads shall be a 4x4 inch square.
- 3) Maximum height off ground to be 6 inches.
- 4) Rear of pads are to measure a minimum of 6 inches from outer rear circumference of the tire.
- 5) Wheelie bars are to be tested at a maximum vehicle weight and stamped as such by the board.

*See diagram in General Mini Tractor Rules

Modified Lawn and Garden Tractor Class

General Rules:

- 1) Weight Classes: 1100 lbs. and 1400 lbs.
- 2) Stock to be original equipment manufacturer stock.
- 3) Drivers must be 17 years of age or younger at some point in the pulling season.
 - a. Older drivers may pull for exhibition only.
- 4) If tech official feels a vehicle is unsafe, they have the right to not allow the vehicle to pull.

Tractor Rules:

- 1) Tractors shall be stock appearing and shall have the following in place.
 - a. Hood
 - b. Tinware

c. Fenders

- 2) Overall tractor length not to exceed 6 feet measured from the center of the rear axle to the extreme front of the weights.
- 3) Width not to exceed 6 feet including all wheel weights.
- 4) Tractors to pull in 2-wheel drive only.
- 5) Drivetrain, transmission, transaxle, etc. must be stocking appearing.
- 6) No exposed rotating parts: rotating parts shall be shielded.

Engine Rules:

- 1) Engines must be OEM produced and be lawn and garden style (Kohler, Briggs, Tecumseh, Onan, etc.)
- 2) 4 cycle engines only
- 3) 2 cylinder maximum
- 4) Must use a stock type carburetor, float bowl style, unless proven that the engine for that tractor came with another style.
- 5) Gasoline or diesel fuel only
 - a. No alcohol fuel allowed.
- 6) Exhaust must discharge vertically within 10 degrees of plumb if muffler is not used.
 - a. Hood may be modified to accept exhaust pipes.
- 7) If engine is not governed than a dead-man throttle must be used

Tires and Wheels:

- 1) Max tire size 26x12:00x12
- 2) Tire alterations allowed.
- 3) No dual wheels, tires studs, or chains permitted.
- 4) Narrow 34-inch tires that came standard on some models will be allowed by tech man approval only.
- 5) Weight rods on tires are not to protrude more than 2 inches beyond the last weight.

Drawbars:

1. Drawbar will be a flat drawbar with a 2 inch or larger hole.
2. Pulling point shall not be more than ¾ inch from the back edge of the hitching device.
3. The hook shall be dropped in from the top of the bar.
4. Drawbars must be rigid in all directions.
5. Hitch height is 12 inches measured to the top of the bar.

Wheelie Pads and Stabilizer Bars:

- 1) All tractors will have wheelie pads.
- 2) Pads shall be a 4x4 inch square.
- 3) Maximum height off ground to be 6 inches.

- 4) Rear of pads are to measure a minimum of 6 inches from outer rear circumference of the tire.
- 5) Wheelie bars are to be tested at a maximum vehicle weight and stamped as such by the board.
*See diagram in General Mini Tractor Rules

Non-Automotive Engine Class (motorcycle, snowmobile, etc.)

General Rules:

- 1) Weight classes: 1400 lbs. and 1700 lbs.
- 2) While there is no age restriction in this class, pullers under the age of 16 must demonstrate their ability to always be in control the vehicle at a pulling event.

Tractor Rules:

- 1) No portion of any tractor may exceed 8' forward of the center of the rear wheel.
- 2) Tractor may not exceed a maximum width of 6'
- 3) Back up light is required.
- 4) Neutral safety switch is required.
- 5) Tractors will have fenders suitable for protecting the driver.
- 6) All pulling vehicles must be equipped with a minimum of a 2lb AB fire extinguisher, fully charged, in working condition and in a visible and easily accessible location.
- 7) All weight rods on the tires are not to protrude more than 2" beyond the last weight at any time.
- 8) All tractors will pull in two-wheel drive at all times.
- 9) All tractors shall have clutch, belt, and chain guards 1/8" steel or thicker in place.
- 10) Drive train to be suitably shielded to contain parts in case of breakage.

Engine Rules:

- 1) Engine(s) not to exceed more than 1500cc in total.
- 2) No more than 4 cylinders allowed.
- 3) If diesel, no more than 2 turbos allowed.
- 4) 2 stroke engine tractors will use a muffler or baffled tuned exhaust system.
- 5) Exhaust must discharge vertical above the engine and must be no more than 10 degrees of plumb.

Tires and Wheels:

- 1) Tractor will use rubber tires not to be over 31" in sidewall stamped height.
- 2) Tires may be cut, molded, or restyled in any way, but no items or material can be added on

Drawbar:

- 1) To be made of flat stock steel, with a 2" or larger hole
- 2) Drawbars must be rigid in all directions.
- 3) Pulling Point may not be more than 3/4" from the back edge of the drawbar.
- 4) Hook will be dropped in from the top of the bar.
- 5) Drawbar height at hook point is to no more than 13 inches measured from the top of the bar.
- 6) No portion of vehicle may interfere with sled, chain, or hook during a pull or while being hooked or unhooked.
- 7) Drawbars and wheelie bars are not to be connected.

Wheelie pads:

- 1) All tractors will have wheelie pads.
- 2) Pads shall be a 4x4 inch square.
- 3) Maximum height off ground to be 6 inches.
- 4) Rear of pads are to measure a minimum of 6 inches from outer rear circumference of the tire.
- 5) Wheelie bars are to be tested at a maximum vehicle weight and stamped as such by the board.

*See diagram in General Mini Tractor Rules

Kill Switch:

- 1) All kill switches must be mounted independent of the drawbar and/or wheelie bars.
- 2) All pulling vehicles must have an automatic ignition kill switch, in working order at all times.
 - a. Track officials have the option of checking all kill switches as many times as they feel is adequate at any event.
- 3) Kill switch must be in rear center (max of 6" off center in any direction), 18" above the hook point.
- 4) On a spark ignition engine, the kill switch must break or ground the ignition circuit.
- 5) On vehicles equipped with spark ignition engines and electric fuel pumps the kill switch must also break current to the fuel pump
- 6) The breakaway kill switches must have attached to them a minimum of a 2" diameter ring; the cable from the sled will be attached to this ring.

- 7) Portion of the kill switch and mounting brackets must be able to stand 32 pounds of pull per switch when pulled independently or collectively.
- 8) Kill switch ring must be secured with a nylon tie wrap 1/8"
 - a. This wrap must be broken for a re-pull.
- 9) If vehicle has the kill switch or shut off located in legal position and during the pull and nylon strap is broken, and the presiding judge inspects and finds switch capable of operating properly under normal conditions, vehicle will be allowed to re-pull immediately or drop 6 positions.
 - a. Decision to drop must be made before the vehicle leaves the track.
- 10) It is the pullers responsibility to make sure that the switch is checked by the official before leaving the track.
- 11) All ignition engines must have bar type master shut off switch for all motors in working order within easy reach of driver.

4 Cylinder Engine Tractors

General Rules:

- 1) Weight classes: 1650 lbs. and 1800 lbs.
- 2) Drivers must turn 16 or older at some point in the pulling season.

Tractor Rules:

- 1) No portion of any tractor may exceed 8' forward of the center of the rear wheel.
- 2) Tractor may not exceed a maximum width of 6'
- 3) Kill switches are required on all tractors.
- 4) Kill switches must have a minimum 2" ring mounted at the rear of the tractor.
- 5) Back up light is required.
- 6) Neutral safety switch is required.
- 7) Tractors will have fenders suitable for protecting the driver.
- 8) Tractors will be equipped with a 2.5 lbs. fire extinguisher.
- 9) All weight rods on the tires are not to protrude more than 2" beyond the last weight at any time.
- 10) All tractors will pull in two-wheel drive at all times.
- 11) All tractors shall have clutch, belt, and chain guards 1/8" steel or thicker in place.
- 12) Quick change rear ends are allowed.

Engine Rules:

- 1) Must be automotive water or air cooled, 4-cylinder 4 stroke engine.
- 2) Original manufacturer engine size not to exceed 2500cc or 153 ci.
- 3) Engine modifications are allowed.
- 4) Any intake manifold is allowed.

- 5) Carburetion is limited to a maximum of 500 CFM of any combination.
- 6) All engines must be naturally aspirated.
- 7) Fuel Injection is allowed.
- 8) No alcohol fuel allowed.
- 9) Any ignition system is allowed.
- 10) Engine and first transmission must be compatible.

Exhaust Systems:

- 1) All exhaust must discharge vertically.
 - a. Vertical pipes defined as being defined as being within 10 degrees, in any direction of being plumb.
- 2) Height to be a minimum of 1' above the bend on the pipe which discharges vertically measured from top of the pipe to bottom of the bend.
- 3) All exhaust pipes must be securely attached.
- 4) Rain caps cannot be used.
- 5) No megaphone pipes allowed.

Clutches, Flywheels, and Automatic Transmissions:

- 1) All auto transmissions and torque converters will be covered with a blanket meeting SFI specifications or 2 blankets meeting SEMA approved specifications.
 - a. Blanket is to extend from rear of engine block to front of tail housing.
 - b. Blanket must be fastened forward securely with 2 straps on each side, 1" above crankshaft centerline and 1" below crankshaft centerline.
 - c. Blanket should have 6" of overlap.
 - d. Straps must be 2" wide with no more than 1" spacing between each strap.
- 2) All pulling vehicles using an auto transmission must be equipped with a positive reverse gear lockout.

Shielding Rules:

- 1) A deflection shield is required on both sides of all engines.
 - a. Shield must extend the complete length of block casting and be securely fastened.
 - b. It is to be made of aluminum or steel a minimum of 1/16" thick or safety blanket material.
 - c. Shields must be solid, motor mounts, filters, steering rods etc., cannot serve as part of a shield, providing it covers required areas of block casting.
 - d. Starter motors, fuel filters, oil filters and fuel injection pumps may not be used as shielding.

- i) Shielding may cover or pass behind starter or fuel pump.
 - e. Shielding must extend from base of head or the uppermost point of piston, travel to 2" below bottom center of crankshaft throws and be securely fastened.
 - f. Side shields must be mounted independently of the engine block.
 - i) Motor mount, block saver plate, header mount or chassis mounting is acceptable.
- 2) Engines with stock manifold and stock carburetor with a compatible standard transmission must run one of the following:
 - a. An approved SFI steel bellhousing
 - b. A bell housing covered with an approved SFI safety blanket.
 - c. A stock bell housing covered with a fabricated shield of at least 3/16 steel starting at the rear face of the engine block and extending at least rearward of the front of the transmission; it is to be of a 360-degree design and to include the front of the bell housing that extends below the engine block as much as possible; the lower portion of the shield may be of the bolt-on type
- 3) Engines with non-stock manifold or non-stock carburetor OR engines with stock manifold and stock carburetor with a compatible automatic transmission must run one of the following:
 - a. An approved SFI steel bellhousing
 - b. A bell housing covered with an approved SFI safety blanket.
 - c. A stock bell housing covered with a fabricated shield of at least 3/16 steel starting at the rear face of the engine block and extending at least rearward of the front of the transmission; it is to be of a 360-degree design and to include the front of the bell housing that extends below the engine block as much as possible; the lower portion of the shield may be of the bolt-on type
- 4) All U joints and drive shafts must have a 360-degree design shielding made of 1/8" steel.
- 5) All belts must be covered by 1/16" steel shielding 360 degrees.
- 6) All fans must be shrouded with same material as fan, 1/16" or thicker, 360 degrees.
- 7) Harmonic balancer shall be solid steel or shrouded 360 degrees with securely fastened 1/4" steel, no more than one inch away in direction of rotation.

Safety:

- 1) All pulling vehicles must be equipped with a minimum of a 2lb AB fire extinguisher, fully charged, in working condition and in a visible and easily accessible location.
- 2) Competing card holder must be seated in or on the vehicle when his/her engine or engines are being started or running and have complete controls of the vehicle at all times.

- a. Only when the vehicle is hooked to the sled, can the driver leave the seat with the engine running.
- 3) A reverse safety light system is required on all tractors.
 - a. A 2" minimum light of automotive quality that is visible during daylight hours must be mounted directly above or below the safety kill switch at the rear of the tractor.
 - b. A light in the driver's compartment must be operated off the same system.
 - c. Both lights are to be activated by a shift lever such that it will be lit only when the vehicle is in reverse
- 4) All pulling vehicles must be equipped with a starter interrupter switch on the gearshift which will allow starter engagement only in a neutral gearshift position.

Tires and Wheels:

- 1) Tires not to exceed maximum 31-inch stamped size.
- 2) No dual wheels

Drawbar:

- 1) Drawbar must be horizontal.
- 2) To be made of flat stock steel, with a 2" or larger hole
- 3) Drawbars must be rigid in all directions, not having more than 1/2" play.
- 4) Minimum 3/4" thick steel at the hooking point; any steel tubing used in the hitch must have a minimum of .160 wall thickness, all other steel must be a minimum of .250.
- 5) Pulling Point may not be more than 3/4" from the back edge of the drawbar.
- 6) Hook will be dropped in from the top of the bar.
- 7) Drawbar height at hook point is to no more than 13 inches measured from the top of the bar.
- 8) Drawbars to have no provisions to be made shorter than 6" from center of rear axle.
- 9) No portion of vehicle may interfere with sled, chain, or hook during a pull or while being hooked or unhooked.
- 10) Drawbars and wheelie bars are not to be connected.

Wheelie Pads and Stabilizer Bars:

- 1) All tractors will have wheelie pads.
- 2) Pads shall be a 4x4 inch square.
- 3) Maximum height off ground to be 6 inches.
- 4) Rear of pads are to measure a minimum of 6 inches from outer rear circumference of the tire.

- 5) Wheelie bars are to be tested at a maximum vehicle weight and stamped as such by the board.
*See diagram in General Mini Tractor Rules

Kill Switches:

- 1) All kill switches must be mounted independent of the drawbar and/or wheelie bars.
- 2) All pulling vehicles must have an automatic ignition kill switch, in working order at all times.
 - a. Track officials have the option of checking all kill switches as many times as they feel is adequate at any event.
- 3) Kill switch must be in rear center (max of 6" off center in any direction), 18" above the hook point.
- 4) On a spark ignition engine, the kill switch must break or ground the ignition circuit.
- 5) On vehicles equipped with spark ignition engines and electric fuel pumps the kill switch must also break current to the fuel pump
- 6) The breakaway kill switches must have attached to them a minimum of a 2" diameter ring; the cable from the sled will be attached to this ring.
- 7) Portion of the kill switch and mounting brackets must be able to stand 32 pounds of pull per switch when pulled independently or collectively.
- 8) Kill switch ring must be secured with a nylon tie wrap 1/8"
 - a. This wrap must be broken for a re-pull.
- 9) If vehicle has the kill switch or shut off located in legal position and during the pull and nylon strap is broken, and the presiding judge inspects and finds switch capable of operating properly under normal conditions, vehicle will be allowed to re-pull immediately or drop 6 positions.
 - a. Decision to drop must be made before the vehicle leaves the track.
- 10) It is the pullers responsibility to make sure that the switch is checked by the official before leaving the track.
- 11) All ignition engines must have bar type master shut off switch for all motors in working order within easy reach of driver.

V8 Tractor Rules

General Rules:

- 1) Weight classes: 1650 lbs. and 1800 lbs.
- 2) Drivers must turn 16 or older at some point in the pulling season.

Tractor Rules:

- 1) No portion of any tractor may exceed 8' forward of the center of the rear wheel.
- 2) No portion of any tractor shall exceed 6' in width.

- 3) After market transmissions ARE allowed
- 4) V-8 mini modified rear end housings must be able to accept OEM center sections, may be aluminum OEM or to OEM specs and likenesses.
 - a. No aftermarket rear ends will be allowed of planetary versions or planetary type.
- 5) All Tractors will have wide front axles.
 - a. Front wheels shall track within the rear wheels.
- 6) All vehicles are required to have a tow hitch on the front of their vehicle.

Engine Rules:

- 1) V-8 mini modified tractors will be naturally aspirated.
- 2) Maximum cubic inches to be 410 CI.
- 3) Single engine only, with two valves per cylinder and 1 spark plug per cylinder.
- 4) No big blocks or hemi's allowed.
- 5) Aluminum blocks allowed.
- 6) A deflection shield is required on both sides of all engines.
 - a. Shield must extend the complete length of block casting and be securely fastened.
 - b. It is to be made of aluminum or steel a minimum of 1/16" thick or safety blanket material.
 - c. Shields must be solid, motor mounts, filters, steering rods etc., cannot serve as part of a shield, providing it covers required areas of block casting.
 - d. Starter motors, fuel filters, oil filters and fuel injection pumps may not be used as shielding.
 - i) Shielding may cover or pass behind starter or fuel pump.
 - e. Shielding must extend from base of head or the uppermost point of piston travel to 2" below bottom center of crankshaft throws and be securely fastened.
 - f. Side shields must be mounted independently of the engine block.
 - i) Motor mount, block saver plate, header mount or chassis mounting is acceptable.
- 7) All blow-by tubes must exit forward of rear tires.
- 8) All engine crank case venting blow by tubes must be vented below the head of the engine and extend down to the engine pan.
- 9) All vehicles must be equipped with a dead man throttle.
 - a. All throttles working in a forward rearward direction.
 - b. Throttles shall be closed in the rear most position.
 - c. No hydraulic throttles allowed.
 - d. All throttles must have dual return springs to the closed position.
 - e. All foot throttles to have a toe strap.

- 10) Harmonic balancer: All automotive engines equipped with a harmonic balancer: Balancer shall be solid steel or be SFI certified.
- 11) A bolt in crankshaft to hold damper pulley is required.
- 12) All engine fans must be shrouded with same material as fan, 1/16" or thicker, 360 degrees.
- 13) All pulleys and belts must be shielded 360 degrees around the axis of rotation with 1/16" thick steel or aluminum.

Fuel and Fuel Containers:

- 1) All forms of nitromethane (including nitrous oxide) are illegal as a fuel or fuel additive for pulling.
- 2) Legal fuels are pump gas, alcohol, water, diesel fuel, aviation gas, propane gas.
- 3) No pressurized fuels allowed except in UL approved pressure tanks.
- 4) No oxygen allowed.

Exhaust Systems:

- 6) All exhaust must discharge vertically.
 - a. Vertical pipes defined as being defined as being within 10 degrees, in any direction of being plumb.
- 7) Height to be a minimum of 1' above the bend on the pipe which discharges vertically measured from top of the pipe to bottom of the bend.
- 8) All exhaust pipes must be securely attached.
- 9) Rain caps cannot be used.
- 10) No megaphone pipes allowed.

Clutches, Flywheels and Automatics:

- 1) The use of torque converters, automatic shifters, etc. will be permitted.
- 2) All auto transmissions and torque converters will be covered with a blanket meeting SFI specifications or 2 blankets meeting SEMA approved specifications.
 - a. Blanket is to extend from rear of engine block to front of tail housing.
 - b. Blanket must be fastened forward securely with 2 straps on each side, 1" above crankshaft centerline and 1" below crankshaft centerline.
 - c. Blanket should have 6" of overlap.
 - d. Straps must be 2" wide with no more than 1" spacing between each strap.
- 3) All pulling vehicles using an auto transmission must be equipped with a positive reverse gear lockout.
- 4) All pulling vehicles using a clutch will be required to have a SFI approved steel plate or steel billet flywheel.

- 5) No lightening holes allowed on the transmission face of the bell housing.
 - a. One cooling hole allowed, maximum 1" in diameter on the face of the bell housing.
- 6) Bell housing may not be welded and repaired.
- 7) No chemical milling allowed.
- 8) There must be four bolts used to secure the transmission to the bellhousing, 1/2" minimum diameter.
- 9) All bell housings must be flush on the inside surface.
- 10) All automotive type engines with bell housing and clutch will run a full lock plate. Either a commercially available unit, or a minimum 3/16" steel or 1/4" aluminum with five 3/8" grade 5 bolts evenly spaced in the bottom of the bell housing.
- 11) A stock bell housing may be used if covered with a fabricated shield of at least 3/16 steel starting at the rear face of the engine block and extending at least rearward of the front of the transmission; it is to be of a 360-degree design and to include the front of the bell housing that extends below the engine block as much as possible; the lower portion of the shield may be of the bolt-on type

SFI:

- 1) All tractors will use a one-piece solid steel harmonic balancer or an SFI approved unit.
- 2) All tractors using a flywheel will use a steel billet unit or a SFI approved unit.
- 3) All fire suits will meet SFI specs.
- 4) All clutches and pressure plates will meet SFI specs or a blanket meeting SEMA or NHRA specs will be used over a safety bell housing meeting SFI spec 6.1.
- 5) All tractors using standard transmissions will use a bell housing meeting SFI spec 6.1.
 - a. A block saver plate of 3/16 steel or ¼ aluminum will be used on bottom 1/2 of bell housing.
 - b. If no clutch pedal is used this area will be filled in with a fill it of the same material and thickness that the bell housing is made of
 - c. The fill it will be bolted in with a minimum of 5, 5/16 grade 5 bolts.
 - d. The bell housing cannot be altered from original manufacturer.
 - e. If clutch pedal is used a shield will be used to enclose this area to keep any material from coming out
 - i) This will be of 1/4 steel or 3/8 aluminum.

Driveline Shielding:

- 1) All remaining drive train, including any additional manual transmissions, must be enclosed in 1/4" minimum steel or 3/8" aluminum, inside

diameter not to exceed 2" more 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 vehicles frame

- a. Applies to all vehicles with exposed drive shaft.
 - b. No more than 1/4" of end of driveline shall be visible with driveline shielding in place.
 - c. If u-joints are used in any drive shaft application, the shielding must be 1/4" steel or 3/8" aluminum with 1/8" steel insert in aluminum; the insert must be a minimum of 6" wide.
- 2) The opening at the bottom of the transmission/torque converter housing must be enclosed in steel (stock cover is acceptable)
 - 3) All mini tractor engine/automatic transmissions combinations must have two front motor mounts, two rear motor mounts and a support saddle for rear of transmission, with 1/2" maximum clearance: or
 - 4) Two front motor mounts, support saddle at rear of engine with 1/2" clearance and a mount at rear of transmission; this is to prevent engine or transmissions from dropping if breakage occurs.

Safety:

- 1) All pulling vehicles must be equipped with a minimum of a 2lb AB fire extinguisher, fully charged, in working condition and in a visible and easily accessible location.
- 2) All tractors using alcohol fuel: it is mandatory to wear a fire suit, consisting of a minimum of one-layer Nomex 3 or the equivalent of SFI certification.
- 3) Competing card holder must be seated in or on the vehicle when his/her engine or engines are being started or running and have complete controls of the vehicle at all times.
 - a. Only when the vehicle is hooked to the sled, can the driver leave the seat with the engine running.
- 4) A reverse safety light system is required on all tractors.
 - a. A 2" minimum light of automotive quality that is visible during daylight hours must be mounted directly above or below the safety kill switch at the rear of the tractor.
 - b. A light in the driver's compartment must be operated off the same system.
 - c. Both lights are to be activated by a shift lever such that it will be lit only when the vehicle is in reverse
- 5) All pulling vehicles must be equipped with a starter interrupter switch on the gearshift which will allow starter engagement only in a neutral gearshift position.

Seats and Fenders:

- 1) All seats must have no more than 2" behind the rear of seat, a substantial backrest made of 1/2" cross section of steel or metal equal in strength with a minimum 4" wide and 6" long pad firmly attached OR a manufactured seat equal in strength.
- 2) Fenders to consist of barrier between driver and tire; fender to be a minimum of 1" over height of tire.
- 3) Fender to curl 4" horizontally from vertical edge over the tire, in the same configuration as the tire.
- 4) Minimum length of 18" at the top of the fender
- 5) Fender must be able to support the weight of the driver when seated.
- 6) Fenders or tire shields must be constructed so that when the driver is seated and the hands are on the wheel, he cannot touch the rear tire with any part of his body.

Tires and Wheels:

- 1) No dual tires, tire studs or chains permitted.
- 2) All power must be transmitted through the wheels.
- 3) Rim size to be 16" diameter, maximum width of lugs to be no wider than that of factory manufactured 18.4x16.1 tires.
- 4) No tire repairs (boots, section repair, vulcanized spots, etc.) to be allowed.

Brakes:

- 1) All competing vehicles must be equipped with working rear wheel brakes.
- 2) All drivelines must have 3/8" steel, 360 degrees around brake components, and ends must be closed with 1/8 steel or greater.

Draw Bar:

- 1) Drawbars cannot be shorter, nor higher than specifications listed below; drawbar lengths are measured from the center of the rear wheels to the point of hook.
 - a. Drawbar height: 13"
 - b. Drawbar length: 6"
- 2) Drawbars to be rigid, with no movement allowed.
 - a. Drawbars must have the pivot pin on the same plane as the hitch point and to the ground within 1-1/2", plus or minus, per foot of length.
 - b. This formula translates to a legally allowed 10 degrees or less of the drawbar angle.
- 3) All drawbars and hitching devices will be steel.
- 4) Drawbar and hitching device to be one piece totally constructed with minimum of 1" solid steel material.
 - a. No hollow tubing is permitted.

- b. Front point of drawbar is to have a minimum 1/2" cross sectional thickness remaining where hole is drilled.
- c. Minimum of 1/2" pin
- d. Drawbar height adjusting bolts to be 5" or less from hooking point the front if hook is to have a minimum of a 2" round hole, maximum 2-1/4" hole.
- e. The thickness of material around the hole must be a minimum 3/4" thick and point of hook to be no more than 3/4 inch cross sectional thickness at back edge.

Alternate Hitch Design

- 1) Mini tractor drawbars must be equipped with hitching device 3/4" thick and must have a min 2" round hole.
 - a. Pulling point must be 3/4" from back edge of hitching device cross sectional thickness of 3/4" square steel or 7/8" round with a 1/2" steel pin.
 - b. Drawbar height adjusting bolts to be 5" or less from the hooking point.
 - c. All mini tractors will be required to have a drawbar restraint cable consisting of a min of 1/2 all steel cable and 2, 1/2" clamps to join cable together.
 - d. Cable to go around further most back point of hitching device and go around axle tires and over rear end housing and be joined with 2, 1/2" cable claws.
 - e. Cable to be installed as tightly as possible to prevent a sudden jerk if hitch if drawbar breaks.
 - f. Cable may be held up around back of hitching device with plastic cable ties in such a manner as not to interfere with the sled hook when being hooked up.
- 2) No portion of vehicle may interfere with sled, chain or hook during a pull or while being hooked or unhooked.
- 3) Area's 6" wide and 12" high immediately above the drawbar must be free of all obstructions (including weights and wheelie bars) for ease of hooking and unhooking.
- 4) Draw bars and wheelie bars are not to be connected.
- 5) No trick hitches, no cam type rear ends.
- 6) Drawbar distance from center of rear axle cannot change during pull.
- 7) Drawbar must be rigid in all directions.

Wheelie Pads and Stabilizer Bars:

- 1) Stabilizer bars are required.
 - a) Skid pads to be at least 4" square at ground contact point.
- 2) Stabilizer bars to be a minimum of 1/2 the tire diameter length when measured from rear axle centerline to rear of pad.
- 3) Pads to be 6" (max) above the ground.

- 4) One skid pad to be on each side of the tractor, the combination strong enough to support the weight of the tractor.
- 5) Stabilizer bar system must be able to support the weight of the tractor in the heaviest class pulled.
- 6) The drawbar and drawbar assembly will not in any way be attached to stabilizer bar assembly.
*See diagram in General Mini Tractor Rules

Kill Switches:

- 1) All pulling vehicles must have an automatic ignition kill switch, in working order at all times.
 - a. Track officials have the option of checking all kill switches as many times as they feel is adequate at any event.
- 2) All kill switches must be mounted independent of the drawbar and/or wheelie bars.
- 3) Kill switch must be in rear center (max of 6" off center in any direction), 18" above the hook point.
- 4) On a spark ignition engine, the kill switch must break or ground the ignition circuit.
- 5) On vehicles equipped with spark ignition engines and electric fuel pumps the kill switch must also break current to the fuel pump
- 6) The breakaway kill switches must have attached to them a minimum of a 2" diameter ring; the cable from the sled will be attached to this ring.
- 7) Portion of the kill switch and mounting brackets must be able to stand 32 pounds of pull per switch when pulled independently or collectively.
- 8) Kill switch ring must be secured with a nylon tie wrap 1/8"
 - a. This wrap must be broken for a re-pull.
- 9) If vehicle has the kill switch or shut off located in legal position and during the pull and nylon strap is broken, and the presiding judge inspects and finds switch capable of operating properly under normal conditions, vehicle will be allowed to re-pull immediately or drop 6 positions.
 - a. Decision to drop must be made before the vehicle leaves the track.
- 10) It is the pullers responsibility to make sure that the switch is checked by the official before leaving the track.
- 11) All ignition engines must have bar type master shut off switch for all motors in working order within easy reach of driver.

Weights:

- 1) Weights must be securely fastened.
- 2) No transfer of weights while vehicle is in motion will be allowed.
- 3) Weights must not extend rearward beyond the rear tires.
- 4) Weight must not interfere with the kill switch, drawbar, or chain.

Outlaw V8 Tractor Rules

General Rules:

- 1) Drivers must turn 16 or older at some point in the pulling season.
- 2) Weight classes to be 2000 lbs. and 2100 lbs.

Tractor Rules:

- 1) No portion of any tractor may exceed 9' forward of the center of the rear wheel to the furthest most point.
- 2) No portion of any tractor shall exceed 6' in width.
- 3) Aftermarket transmissions ARE allowed.
- 4) V-8 mini modified rear end housings must be able to accept OEM center sections, may be aluminum OEM or to OEM specs and likenesses.
 - a. No aftermarket rear ends will be allowed of planetary versions or planetary type.
- 5) All Tractors will have wide front axles.
 - a. Front wheels shall track within the rear wheels.
- 6) All vehicles are required to have a tow hitch on the front of their vehicle.

Engines:

- 1) V-8 mini modified tractors will be naturally aspirated (Exception: if diesel, up to one turbo will be permitted)
 - a. Turbo size limited to 3.0 inches.
- 2) Small block and big block engines will be permitted.
 - a. No engine shall be larger than 502 cubic inches.
 - b. Aluminum small blocks allowed.
- 3) Carburetors shall not be larger than 950 CFM.
- 4) No Fuel Injection except for the following two exceptions:
 - a. Small blocks of 410 cubic inches or less may have mechanical fuel injection.
 - b. Diesels may run fuel injection.
- 5) Single engine only, with two valves per cylinder and up to 1 spark plug per cylinder.
- 6) A deflection shield is required on both sides of all engines.
 - a. Shield must extend the complete length of block casting and be securely fastened.
 - b. It is to be made of aluminum or steel a minimum of 1/16" thick or safety blanket material.
 - c. Shields must be solid, motor mounts, filters, steering rods etc., cannot serve as part of a shield, providing it covers required areas of block casting.
 - d. It is recommended that a quick release fastener is used.
- 7) Starter motors, fuel filters, oil filters and fuel injection pumps may not be used as shielding.

- a. Shielding may cover or pass behind starter or fuel pump.
- 8) Shielding must extend from base of head or the uppermost point of piston travel to 2" below bottom center of crankshaft throw and be securely fastened.
- 9) Side shields must be mounted independently of the engine block.
 - a. Motor mount, block saver plate, and header mounting, or chassis mounting is acceptable.
- 10) All blow-by tubes must exit forward of rear tires.
 - a. Engine crank venting: all engine crank case venting blow by tube must be vented below the head of the engine and extend down to the engine pan.
- 11) All vehicles must be equipped with a deadman throttle.
 - a. All throttles working in a forward rearward direction.
 - b. Throttles shall be closed in the rear most position.
 - c. No hydraulic throttles allowed.
 - d. All throttles must have dual return springs to the closed position.
 - e. All foot throttles to have a toe strap.
- 12) Harmonic balancer: All automotive engines equipped with a harmonic balancer: Balancer shall be solid steel or be SFI certified.
- 13) A bolt in the crankshaft to hold damper pulley is required.
- 14) All engine fans must be shrouded with same material as fan, 1/16" or thicker, 360 degrees.
- 15) All pulleys and belts must be shielded 360 degrees around the axis of rotation with 1/16" thick steel or aluminum.

Fuel and Fuel Containers:

- 1) Legal fuels are pump gas, alcohol, water, diesel fuel, aviation gas, propane gas.
 - a. Only one form of fuel permitted; no mixing, spraying, or adding any other fuel type other than the original fuel is allowed.
- 2) All forms of nitromethane (including nitrous oxide) are illegal as a fuel or fuel additive for pulling.
- 3) No pressurized fuels allowed except in UL approved pressure tanks.
- 4) No oxygen allowed.

Exhaust Systems:

- 1) All exhaust must discharge vertically.
 - a. Vertical pipes defined as being defined as being within 10 degrees, in any direction of being plumb.
- 2) Height to be a minimum of 1' above the bend on the pipe which discharges vertically measured from top of the pipe to bottom of the bend.
- 3) All exhaust pipes must be securely attached.
- 4) Rain caps cannot be used.
- 5) No megaphone pipes allowed.

- 6) Diesels with turbos must have 2 cross bolts in the exhaust as close to the turbo as possible, grade 8, 3/8" diameter minimum, in an X pattern, within one inch of each other.

Clutches, Flywheels, and Automatics:

- 1) The use of torque converters, automatic shifters, etc., will be permitted.
- 2) All auto transmissions and torque converters will be covered with a blanket meeting SFI 4.1 and 30.1 specifications or 2 blankets meeting SEMA approved specifications.
 - a. Blanket is to extend from rear of engine block to front of tail housing.
 - b. Blanket must be fastened forward securely with 2 straps on each side, 1" above crankshaft centerline and 1" below crankshaft centerline.
 - c. Blanket should have 6" of overlap.
 - d. Straps must be 2" wide with no more than 1" spacing between each strap.
- 3) All pulling vehicles using an auto transmission must be equipped with a positive reverse gear lockout.
- 4) All pulling vehicles using a clutch will be required to have a SFI approved steel plate or steel billet flywheel.
- 5) No lightening holes allowed on the transmission face of the bell housing.
- 6) One cooling hole allowed, maximum 1" in diameter on the face of the bell housing.
 - a. Bell housing may not be welded up and reused.
- 7) No chemical milling allowed.
- 8) There must be four bolts used to secure the transmission to the bellhousing, 1/2" minimum diameter.
- 9) All bell housings must be flush on the inside surface.
- 10) All automotive type engines with bell housing and clutch will run a full lock plate; either a commercially available unit, or a minimum 3/16" steel or 1/4" aluminum with five 3/8" grade 5 bolts evenly spaced in the bottom of the bell housing.

SFI:

- 1) All tractors will use a one-piece solid steel harmonic balancer or an SFI approved unit.
- 2) All tractors using a flywheel will use a steel billet unit or a SFI approved unit.
- 3) All fire suits will meet SFI specs.
- 4) All clutches and pressure plates will meet SFI specs or a blanket meeting SEMA or NHRA specs will be used over a safety bell housing meeting SFI spec 6.1.
- 5) All tractors using standard transmissions will use a bell housing meeting SFI spec 6.1.

- 6) A block saver plate of 3/16 steel or ¼ aluminum will be used on bottom 1/2 of bell housing.
- 7) If no clutch pedal is used this area will be filled in with a fill-it of the same material and thickness that the bell housing is made of
- 8) The fill-it will be bolted in with a minimum of 5, 5/16 grade 5 bolts.
- 9) The bell housing cannot be altered from original manufacturer.
- 10) If clutch pedal is used a shield will be used to enclose this area to keep any material from coming out
 - a. This will be of 5/16 steel or 3/8 aluminum.

Driveline Shielding:

- 1) All remaining drive train, including any additional manual transmissions, must be enclosed in 1/4" minimum steel or 3/8" aluminum, inside diameter not to exceed 2" more 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 vehicles frame
 - a. Applies to all vehicles with exposed drive shaft.
 - b. No more than 1/4" of end of driveline shall be visible with driveline shielding in place.
 - c. If u-joints are used in any drive shaft application, the shielding must be 1/4" steel or 3/8" aluminum with 1/8" steel insert in aluminum; the insert must be a minimum of 6" wide.
- 2) The opening at the bottom of the transmission/torque converter housing must be enclosed in steel (stock cover is acceptable)
- 3) All mini tractor engine/automatic transmissions combinations must have two front motor mounts, two rear motor mounts and a support saddle for rear of transmission, with ½" maximum clearance: or
- 4) Two front motor mounts, support saddle at rear of engine with 1/2" clearance and a mount and a mount at rear of transmission; this is to prevent engine or transmissions from dropping if breakage occurs.

Safety:

- 1) All pulling vehicles must be equipped with a minimum of a 2lb fire extinguisher, fully charged, in working condition and in a visible and easily accessible location.
- 2) All tractors using alcohol fuel: it is mandatory to wear a fire suit, consisting of a minimum of one-layer Nomex 3 or the equivalent of SFI certification.
- 3) Driver must be seated in or on the vehicle when his/her engine or engines are being started and running; and always have complete control of the vehicle.
 - a. Only when the vehicle is hooked to the sled, can the driver leave the seat with the engine running.

- 4) A safety light system is required on all tractors.
 - a. A reverse safety light is required on tractors with a manual transmission.
 - b. A park safety light is required on tractors with an automatic transmission.
 - c. A 2" minimum light of automotive quality that is visible during daylight hours must be mounted directly above or below the safety kill switch at the rear of the tractor.
 - d. A light in the driver's compartment must be operated off the same system.
 - e. Both lights are to be activated by a shift lever such that it will be lit only when the vehicle is in reverse
- 5) All pulling vehicles with a manual transmission must be equipped with a starter interrupter switch on the gearshift which will allow starter engagement only in a neutral gearshift position.
 - a. Automatics must be in the park position.

Seats and Fenders:

- 1) All seats must have no more than 2" behind the rear of seat, a substantial backrest made of 1/2" cross section of steel or metal equal in strength with a minimum 4" wide and 6" long pad firmly attached OR a manufactured seat equal in strength.
- 2) Fenders to consist of barrier between driver and tire; fender to be a minimum of 1" over height of tire.
 - a. Fender to curl 4" horizontally from vertical edge over the tire, in the same configuration as the tire.
 - b. Minimum length of 18" at the top of the fender
 - c. Fender must be able to support the weight of the driver while seated.
 - d. Fenders or tire shields must be constructed so that when the driver is seated and the hands are on the wheel, he cannot touch the rear tire with any part of his body.

Tires:

- 1) No dual wheels, no studded tires, no caterpillar style tracks, no tire chains, and no recaps are allowed.
 - a. All power must be transmitted through the rear wheels.
- 2) No four-wheel drive tractors are allowed.
- 3) Tires shall be one of three different sizes: 18.4x16.1, 34x18, or 31x15.50
 - a. Tire sizes based off stamp on sidewall, not by tape measure.
- 4) Rims to be 15 or 16 inches in diameter.
 - a. Both rear rims must be the same size
- 5) No tire repairs (boots, section repair, vulcanized spots, etc.) to be allowed.
- 6) Pro pulling tires are allowed.

Brakes:

- 1) All competing vehicles must be equipped with working rear wheel brakes.
- 2) If a driveline brake is used, all drivelines must have 3/8" steel, 360 degrees around brake components, and ends must be closed with 1/8 steel or greater.

Draw Bar:

- 1) Drawbars cannot be shorter, nor higher than specifications listed below; drawbar lengths are measured from the center of the rear wheels to the point of hook.
 - a. Drawbar height: 13"
 - b. Drawbar length: 6"
- 2) Drawbars to be rigid, with no movement allowed.
 - a. Drawbars must have the pivot pin on the same plane as the hitch point and to the ground within 1-1/2", plus or minus, per foot of length.
 - b. This formula translates to a legally allowed 10 degrees or less of the drawbar angle.
- 3) All drawbars and hitching devices will be steel.
- 4) Drawbar and hitching device to be one piece totally constructed with minimum of 1" solid steel material.
 - a. No hollow tubing is permitted.
 - b. Front point of drawbar is to have a minimum 1/2" cross sectional thickness remaining where hole is drilled.
 - c. Minimum of 1/2" pin
 - d. Drawbar height adjusting bolts to be 5" or less from hooking point the front if hook is to have a minimum of a 2" round hole, maximum 2-1/4" hole.
 - e. The thickness of material around the hole must be a minimum 3/4" thick and point of hook to be no more than 3/4 inch cross sectional thickness at back edge.

Alternate Hitch Design:

- 1) Mini tractor drawbars must be equipped with hitching device 3/4" thick and must have a min 2" round hole.
 - a. Pulling point must be 3/4" from back edge of hitching device cross sectional thickness of 3/4" square steel or 7/8" round with a 1/2" steel pin.
 - b. Drawbar height adjusting bolts to be 5" or less from the hooking point.
 - c. All mini tractors will be required to have a drawbar restraint cable consisting of a min of 1/2 all steel cable and 2, 1/2" clamps to join cable together.

- d. Cable to go around further most back point of hitching device and go around axle tires and over rear end housing and be joined with 2, 1/2" cable claws.
 - e. Cable to be installed as tightly as possible to prevent a sudden jerk if hitch if drawbar breaks.
 - f. Cable may be held up around back of hitching device with plastic cable ties in such a manner as not to interfere with the sled hook when being hooked up.
- 2) No portion of vehicle may interfere with sled, chain or hook during a pull or while being hooked or unhooked.
 - 3) Area's 6" wide and 12" high immediately above the drawbar must be free of all obstructions (including weights and wheelie bars) for ease of hooking and unhooking.
 - 4) Draw bars and wheelie bars are not to be connected.
 - 5) No trick hitches, no cam type rear ends.
 - 6) Drawbar distance from center of rear axle cannot change during pull.
 - 7) Drawbar must be rigid in all directions.

Wheelie Pads and Stabilizer Bars:

- 1) Stabilizer bars are required.
 - a) Skid pads to be at least 4" square at ground contact point.
- 2) Stabilizer bars to be a minimum of ½ the tire diameter length when measured from rear axle centerline to rear of pad.
- 3) Pads to be 6" (max) above the ground.
- 4) One skid pad to be on each side of the tractor, the combination strong enough to support the weight of the tractor.
- 5) Stabilizer bar system must be able to support the weight of the tractor in the heaviest class pulled.
- 6) The drawbar and drawbar assembly will not in any way be attached to stabilizer bar assembly.

*See diagram in General Mini Tractor Rules

Kill Switches:

- 1) All pulling vehicles must have an automatic ignition kill switch, in working order at all times.
 - a. Track officials have the option of checking all kill switches as many times as they feel is adequate at any event.
- 2) All kill switches must be mounted independent of the drawbar and/or wheelie bars.
- 3) Kill switch must be in rear center (max of 6" off center in any direction), 18" above the hook point.
- 4) The kill switch must break or ground the ignition circuit on vehicles equipped with spark ignition circuit.
- 5) The kill switch must break current to the fuel pump.

- 6) On diesel tractors with turbos any larger than the stock turbo for that motor, an air shut off guillotine enough to suffocating the turbo must be installed.
- 7) The breakaway kill switches must have attached to them a minimum of a 2" diameter ring; the cable from the sled will be attached to this ring.
- 8) Portion of the kill switch and mounting brackets must be able to stand 32 pounds of pull per switch when pulled independently or collectively.
- 9) Kill switch ring must be secured with a nylon tie wrap 1/8"
 - a. This wrap must be broken for a re-pull.
- 10) If vehicle has the kill switch or shut off located in legal position and during the pull and nylon strap is broken, and the presiding judge inspects and finds switch capable of operating properly under normal conditions, vehicle will be allowed to re-pull immediately or drop 6 positions.
 - a. Decision to drop must be made before the vehicle leaves the track.
- 11) It is the pullers responsibility to make sure that the switch is checked by the official before leaving the track.
- 12) All ignition engines must have bar type master shut off switch for all motors in working order within easy reach of driver.

Weights:

- 1) Weights must be securely fastened.
- 2) No transfer of weights while vehicle is in motion will be allowed.
- 3) Weights must not extend rearward beyond the rear tires.
- 4) Weight must not interfere with the kill switch, drawbar, or chain.

Operation of Contest and Disciplinary Procedures

- 1) Any unsportsmanlike conduct by driver, owner, family member or crewmember will be an immediate disqualification. Any purses will be reneged. The driver, vehicle, and/or owner may not be allowed to pull for the continuation of the competition at the discretion of PTMTP officials. Suspension can be 1 year and 1 pull.
- 2) Rule infractions can be subject to a penalty of up to 5 vehicle points, and an automatic probation for the driver for the balance of the competition season. This will be at the promoter's discretion,
- 3) The second offense for that driver within the probationary period could incur a suspension of up to 1 year and 1 pull. Any suspensions will be at the discretion of the Board of Directors of PTMTP. Any suspension can include the driver, vehicle, and/or owner.

General Safety Rules

- 1) Pulling vehicles must always be operated in a safe manner within the confines of the track, pits, and staging areas. Officials have the right to stop and disqualify any vehicle if it is not being operated in such a manner that would be considered unsafe.
- 2) Obvious consumption of alcoholic beverages will be grounds for disqualification.
- 3) All tractors using alcohol fuel, it is mandatory to wear a fire suit consisting of a minimum of one-layer Nomex 3 or the equivalent of SFI certification.

Event Procedure and Requirements

- 1) Each contestant may spot the sled for both of his/her attempts. Use of crew members is recommended for show efficiency.
- 2) Each pull must begin with the sled in line with the starting line.
- 3) Each contestant will be allowed 2 attempts if 1st attempt is stopping before 75'. The intent is to prevent drivers from slamming on brakes to stop before 75'. Presiding official has final say on this call.
- 4) An attempt is defined as moving the sled a measurable distance. 1" or more.
- 5) All pulls made will be measured to the nearest inch of where the sled stops when using a tape measure. Pulls will be measured to the nearest 100th of an inch when using a digital readout or laser.
- 6) Violation of any rule may constitute disqualification.
- 7) Pulling vehicle must remain inside the boundaries set by the chalk line or agreed upon track edge. Pulling vehicles tires may not touch the track boundaries. The chalk lines must be maintained to the best of the track crew's ability. Out of bounds decision is to be made by the flagger.
- 8) Sled pan must start the pull within the track boundaries.
- 9) If a vehicle is legal when hooked to the sled, and if breakage occurs while under the green flag due to unforeseen circumstances, the pull will be measured except for when ballast or safety equipment is lost.
- 10) Only when original means of starting fail, will tow starting be authorized.
- 11) All pulling vehicles must be able to drive onto the track and back up to the sled at the starting line.
- 12) All drivers are to attend any drivers' meetings held by the promoter and/or track officials.
- 13) Pine Tree Mini Tractor Pullers, Maine State Truck and Tractor Pullers Association, or Maine Association of Agricultural fairs assumes no responsibility for a loss, theft, and/or injury to the participant or property competing.

- 14) Only 1 driver may drive the same vehicle in the same class.
- 15) No obscenities on the vehicle
- 16) All vehicles must remain in neutral or park while hooking to the sled.
- 17) All sleds must have safety/kill switch tether.
- 18) Exhibition pulls will be allowed when allowed by track officials and promoters.
- 19) Registration closes ½ hour before the pull is to start. If you are going to be late, call the president, vice president, secretary, or treasurer to make registration arrangements before registration closes.
- 20) All officials weigh ins include driver, all safety equipment, and vehicle completely ready to pull.
- 21) Drawbar can be remeasured after a pull at the discretion of track officials. Remeasurement should be taken in original place of drawbar measurement.
- 22) The flagger, sled operator, and track crew are responsible for track, sled, and pull vehicle readiness.
- 23) Contestant must pull at position drawn within 3 minutes from when sled is at the ready. Delay will result in disqualification. If contestant is having mechanical issues and notifies presiding track officials, he may drop to the end of the class.

Test Pull and Options

- 1) Number 1 puller in each class is considered test puller and is allowed a second pull if desired. If weight transfer is deemed right, a driver may accept his first pull or take their repull. Repull will be taken immediately, or at the end of the class.
- 2) If the sled needs further adjustment, the 1st puller after each adjustment will be considered the test puller.
- 3) Test puller is not to be disqualified or measured for running out of bounds on their first attempt.
- 4) If the test puller breaks and is not able to continue past 75' the next puller shall be the test puller.
- 5) All repull decisions are to be made before vehicle drives away from sled. Driving away will be considered that the 1st pull has been accepted.
- 6) Any repull due to contest malfunction may be retaken immediately, or at the end of the class.
- 7) Puller will be able to drop to the bottom of the class if breakage occurs on first attempt before 75'. Puller will get a total of 2 chances.

Pull Offs

- 1) In a pull off, each contestant will be allowed one attempt to make a measurable pull.
- 2) If 1st contestant makes a full pull, all contestants must pull at that sled setting unless sled operator deems they have made a mistake.
- 3) Order of pull off will be in the order in which full pulls were made, unless sled settings were changed by sled operator, pull off restarts at current contestant in the lineup.
- 4) If a pull off is not completed on the same track, or the same day, the first puller will have the option to accept the first pull or drop to the end of the class.
- 5) In the case of the pull off not being completed due to rain, curfew, etc., purse monies and points will be divided evenly between all those involved in the pull off.

Inclement Weather

- 1) The promoter and presiding officials shall determine when an event shall be stopped due to inclement weather or track conditions.
- 2) If the promoter adds unscheduled classes, including inclement weather classes to those already scheduled, the unscheduled or rained out classes will be held following the scheduled classes.
- 3) Purse money will be paid to those classes which are completed according to the results. Any class started but not completed because of rain or stoppage, the purse money will be divided equally between those entered in that class. For classes that did not start, the promoter will refund any entry fees.

Additional Causes for Disqualification

- 1) Loss of ballast weight or any object while hooked to the sled.
- 2) Loss or failure of safety equipment while under the green flag
- 3) Illegal fuel
- 4) Leaving the starting line under the red flag
- 5) Presiding officials have final say and final decision. Decisions shall not be appealed. However, with a showing of reasonable and good cause, presiding officials may reverse or revise their decisions. Calls of judgement are not subject to appeal and are final.

Protest Procedures

- 1) A competing member in the class is the only one that can file a protest.
- 2) Protest must be submitted in writing within 10 minutes after class is over and must accompany the protest fee.
- 3) All protests must be answered within 30 minutes of the completion of the event at which the protest originated. Results in prize money will be held until protest is satisfied.
- 4) Check may be made at any time by tech officials. There is no charge for external checks.
- 5) Protest charge is \$150 to check bore and stroke. \$1000 charge will tear motor down. The protested vehicle will be impounded. Protest fee will go to the person in the right.
- 6) The person in the wrong will be required to pay all club expenses involved with towing, impounding, and having vehicle dyno tested and/or torn down. The person responsible for these expenses will not be allowed to compete until club is paid for these expenses.
- 7) The competitor filing a protest, requesting a tear down or dyno test is subject to a tear down themselves.
- 8) Dyno parameters are determined by factory specs for that vehicle.
- 9) When vehicle is found illegal, the driver/vehicle will be disqualified until proven to be found legal.
- 10) Owner/driver has the option of having tech official's inspection done in private if protested.
- 11) No video.