

Ontario Truck and Tractor Pulling Association



**2017
Rule Book**

www.ottpa.net

OTTPA Sanctioned Classes

Circuit Vintage Farm Tractors	5,750 lb
Model production 1972 or earlier	
Modified Farm Tractors	8,000 lb
	10,500 lb
Pro Stock Tractors	7,500 lb
	9,000 lb
	10,000 lb
Modified Tractors	6,100 lb
Multi-Engine Modified Tractors	7,900 lb
Mini Modified Tractors	2,100 lb
Hot Stock 4x4 Trucks	5,500 lb
Pro Street Diesel 4x4 Trucks	8,200 lb
Pro Modified Diesel 4x4 Trucks	8,000 lb
Super Stock 4x4 Trucks	6,000 lb
Super Modified 4x4 Trucks	6,200 lb
Modified Two Wheel Drive Trucks	6,200 lb
Pro Street Semi	22000 lb

****Notice To All Pullers****

ALL competitors must wear mandatory helmets in the 2017 season. Helmets must be minimum of Snell2000. All competitors must wear shirts, closed toe shoes, and long pants when in the immediate track area and hot pit area in the 2017 season.

2017 OTTPA EXECUTIVE

Past President	Paul Harder	705-328-8159
President	Richard Pepper	519-373-7752
Vice President 1st	Robert Alves	905-809-9666
Treasurer	Joyce Kelly	905-986-4257
Secretary	Lori Beckford	705-731-7663
Head Track Official	Jeff Cochrane	905-260-7124

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.

THIS RULE BOOK IS THE PROPERTY OF O.T.T.P.A.

Please bring this rule book with you to the next Annual Meeting.

MEMBERSHIP FOR 2017:
Full Membership - \$150
One Event Membership - \$15
Class Voting Process:
Driver/Vehicle must participate in 25% of available
pulls per season
1 full membership = 1 class vote

Remember to buy and carry your OTTPA membership card for this season.

You must be a member in order to pull.

Membership entitles you to the next year's mailing.

GENERAL RULES

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

Event Procedures and Requirements:

1. All pulls sanctioned by OTTPA using OTTPA's name, rules, point system, etc. must purchase OTTPA's insurance. Insurance must be paid on or before due date of that year to be a points 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 OTTPA. Special permission must be obtained from OTTPA for any additional classes or variations in classes.
3. No pulls will be added as a points pull after the schedules are printed.
4. The Promoter is responsible for 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. Scale must be operated by qualified personnel at all times.
6. 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 1/3 of the length of the pulling track is required (approx. 420 to 450 feet).
3. A minimum of three 20 lb. fire extinguishers compatible to the fuels used must be readily available at the track area.
4. No one is allowed on the track except the contestant and persons 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. Number of riders on support vehicles not to exceed number of seats.
8. White disqualification lines will be 320 feet for the entire contest. The track will be clearly marked for 320 feet. The track official would prefer a 300 foot track; but may use a 320 track or a floating finish at his discretion.
9. 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 pulloff. Time between pull off may be granted.
10. If the Track Official believes that an error has occurred in the sled setting the class may be restarted. In this case the first puller may come back first or drop to last pulling position.
11. In a pull off a floating finish will be used for all competitors.

Weigh In/Registration:

1. Only Modified Farm, Pro Stock, Vintage may be entered in a maximum of two classes but only once in each class during a OTTPA 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 and a youth waiver must be filled out at registration.
4. All pull positions must be drawn not assigned. This process must be done for each class.
5. Classes at a given event will be run in that event, but not necessarily in the posted scheduled order.
6. Entries may not be added once a sanctioned class has started.
7. All drivers must be members of OTTPA. Memberships will be sold at the pull or by contacting the OTTPA Secretary.
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. All track crew and track maintenance crew, pullers and crew are required to sign the insurance waiver at registration to receive and display the wrist band at every event.

Points: Awarded only to full vehicle membership

1. The first place vehicle receives a total of 20 points. Each subsequent placing vehicle will then be awarded one less point. These points are to be calculated by the Secretary of OTTPA. 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. . 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 OTTPA sanctioned pull. They will have the authority to enforce all rules and to inspect any pulling vehicle at his discretion and convenience.
2. The decision of the Track Official is final. This does not prevent the Track Official or executive to reconsider decisions at no consequences to themselves
3. 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 or in the track area or pit area.
3. A puller may have the sled spotted on the starting line wherever they desires. The puller must notify the pull back 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 2000 approved helmet.
7. All pullers in vehicles with roll cages must wear a 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 must 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 with the exception of pull-offs. One attempt only is allowed in pull-offs. Pulloffs are always a floating finish.

Vehicles:

1. All vehicles are subject to an inspection. 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 colour.
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 a minimum of 3 wide x 3 ¾" long with a preferred maximum of 3 wide x 4 long at the longest measuring point of the hole. 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 lb. 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. Ignition type engines must use an electrical ignition and an electric fuel pump kill switch if equipped. Diesel engines must use an air and fuel shutoff or dump valve. If equipped with an electrical supply pump or pusher pump this also should be hooked to the kill switch of the vehicle. Runaway protection hook ring must be located in the centre rear of the vehicle above the point of hitch. The hook ring must be a minimum of two inches in diameter.

Causes of Disqualification:

1. Pull vehicle or support vehicles not operated in a safe manner at all times while on the grounds.
2. OTTPA 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.

3. Out of bounds – This is described as any part of the pulling vehicle touching or crossing the track boundary line.
4. Loss of ballast under the green flag . Belts exempted
5. If a Track Official refers a complaint of unsportsmanlike conduct (profane language or threatening behavior, harassment, etc.) to the OTTPA 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 OTTPA Executive. Any threat(s) uttered to OTTPA members or Executive will result in the immediate loss of OTTPA membership for one year to the day. OTTPA has the right to refuse membership to anyone guilty of past unsportsmanlike conduct.
6. Any contestant may protest another puller's vehicle or the puller by depositing \$100 with the President or Track Official of the OTTPA 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 within one hour of the class being protested. 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.
7. The use of illegal equipment or illegal fuels.
8. Leaving the starting line under the red flag.
9. Vehicles or pullers disqualified by rules #1, 2, 5, 6, 7 or 8 will not receive points. Vehicles or pullers disqualified by #3, 4 will receive last place 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.

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,

Inclement Weather:

1. A session of pulling will be called a completed show if one half of the sanctioned classes have been run.
2. 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. Points and money to be divided equally.
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, points will be given accordingly if the rain date was part of the OTTPA schedule.
5. If a session is cancelled prior to start time and the promoter retains no ticket revenue, competitors will receive no compensation.

MODIFIED VINTAGE TRACTORS

1. Tractor must be 1972 or older, 2 wheel drive, should maintain stock appearance.
2. Rubber tires. No larger than 18.4 x 38", any cut allowed on tires. No radial tires. No steel wheels. No duals.
3. All interior enhancement of stock manufacturers parts are permitted. Any engine of the same manufacturer and number of cylinders as original is allowed. Any updraft carburetor allowed if the number of barrels is the same. Rev limiters 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.
4. No weight frame or weight may extend more than 11ft forward from centre of rear axle.
5. Drawbar height not to exceed 20 in at point of hitch. Drawbar shall not be less than 18in from centre of rear axle to pull point. Drawbar must be secure in all directions.
6. Drawbar hook opening must be minimum of 3in x 3.75in and painted orange; no drawbar supports above center line of rear axle unless attached to an original OEM drawbar.
7. Driver must remain seated and signal that the tractor is out of gear when hitching and unhitching from pulling sled. Drivers must obey track flag person at all times.
8. All tractors must have wheelie bars, minimum requirements:
 - a. 10 in above the ground max.
 - b. The back of the wheelie bar is to extend a minimum of 6in. behind the outer tire radius.

- c. Pads must be minimum 5x5 and spaced a minimum of 20in. from outside of each pad, independent from the drawbar and must be able to support to the heaviest weight o the tractor.
9. RPM is limited to 30% over NATPA stock rating; maximum is 3000 RPM. Drawbars, RPM, and weight may be rechecked at weight scales or anytime by track officials.
10. Speed limit will be 8 MPH; speed cone will be at half track. If tractor exceeds 8 MPH prior to reaching the speed cone, a horn will sound. If tractor exceeds 8 MPH after the front of the passes the sled, the tractor/driver will be disqualified whether or not a horn sounds. If the tractor is disqualified for speeding, if registered, it will receive last place points; how ever, no payout monies will be received.
11. A kill switch/runaway switch with a minimum if 2in. steel ring is required. Must kill electric fuel pump. Diesels must have an air shutoff. A working fire extinguisher is required on the tractor.
12. Tractors must have fenders as high as the outer radius of the tire and working brakes at all times.
13. Tractors can only be entered one time per class.
14. Farm Tractors sold and warrantied in North America only. No experimental or prototype tractors. No tractors redesigned by conversion companies.
15. Tractors must be naturally aspirated with the exhaust pointing away from spectators. No turbos allowed.
16. Fuel tank and/or battery may be relocated..

MODIFIED FARM TRACTORS

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 grace pulls.
4. No four wheel drive or dual wheels allowed.

5. One pull per vehicle per event. Only if there is no 8000 class can an 8000 move up to 10500.
6. Maximum engine displacement

8000 lb	- 410 cu. in. turbo charged
	- 800 cu. in. naturally aspirated
10,500	- 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. De-cubed motors are not allowed in the 8000 lb. class.
7. Injection pump must be OEM stock appearing for that model with no visible modifications. No P series injection pumps are allowed in the 8000 lb. class. Oversize injectors and lines are permitted. Tractors currently fitted with a Roosmaster injection pump may use a Bosch model 100 injection pump, this will be on a trial basis subject to handicap if needed.
8. 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 restricters 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.

8000 lb: 2 3/4" intake and 3" exhaust maximum size measured at the smallest point at the housing. No water cooled, ball bearing or variable geometry turbo allowed. No bushing, reduced or slug permitted. No holes or slots permitted.

10,500 lb Engines up to 475 cu. in. are limited in turbo size to 2 3/4" inlet and 3 1/2" 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.
9. No water injection or mixing of fuels. No pre or post coolers or ice unless factory equipped for that model.
10. The addition of one lift pump is allowed.
11. If a steel fan is used, engine side shields must be installed (See Pro-Stock rule 9). Electric fans are recommended.
12. Tractor exhaust systems must be pointed straight up. Turbo tractors must have 2 Grade 5 3/8" bolts in the vertical portion of the pipe installed at 90° and within 1" of each other.
13. Tractors must have a hood, floorboards, fenders, grill, frame rails, transmission 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.

14. 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.
15. Maximum RPM is 3100. A first offense of a RPM reading between 3100 and 3200 will result in a verbal warning. For a second offense over 3100 RPM or a first offense of RPM over 3200 the puller will receive last place points and prize money. Any further violation of RPM over 3100 will be reviewed by the Class Rep., Tech. Rep. and Track Official and a minimum 3 event suspension will be issued. 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. All tractors will have their senders connected to the remote tachometer on the sled at every pull.
16. 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.
17. 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.
18. Wide front axles only. No tricycles.
19. "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.
20. 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 firesuit.

10500 - All tractors must have a ROPS for 2017 season, the ROPS must be able to support the tractor in the event of a rollover.
21. Any power shift transmission with more than one shift (up and back - i.e. Dual Power) requires an approved scatter blanket.

22. It is mandatory that all tractors be equipped with a deadman throttle. A fuel compatible fire extinguisher must be within reach of operator.

Additional Rules for 8000 lb. class only:

23. 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.
24. Oil cooler eliminators are permitted. Inter/aftercoolers are permitted if they come stock on the tractor.
25. Aftermarket oil filter, oil filter housing, fuel filter and fuel filter housing are permitted. Aftermarket crossover pipes are permitted.
26. Electric water pump is permitted.
27. Manufactured front axles are permitted. Stock wheel base is mandatory. Light weight front grills and floorboards are permitted. No aluminum frame rails.
28. 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.

PRO-STOCK TRACTORS

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

Weight:

1. Pro-Stock Tractor classes are:
Light Pro-Stock - 7,000 lb Alcohol & 7,500 lb Diesel/ Gas
Heavy Pro-Stock - 9,000 lb, 10,000 lb
2. Tractors may not weigh light by more than 1,000 lb of the class being pulled.
3. Weights must not extend rearward beyond rear tires. Weights must be securely fastened on brackets. Weights must not obscure hitching procedure.
4. Light Pro-Stock tractors may move up to a Heavy Pro-Stock class provided the tractor meets all Heavy Pro-Stock rules.

Engines:

1. Engine must be manufacturer's specific for that tractor.

2. If engines are not factory OEM engine must match heritage lines of manufacturer.
3. Cast Iron cylinder heads only. No aluminum heads, exception of Deutz OEM heads. No overhead cams.
4. Maximum Displacement:
 7,000 lb alcohol & 7500 lb diesel / gas
 Weight handicap can be reviewed and adjusted at anytime
 - a. 410 cid – unlimited turbocharger size with an inter/after cooler (diesel) (gas)
 - b. 315 cid – may run twin chargers up to 3x4 with intercooler (diesel)
 - c. 370 cid – maximum of 3x4 turbo and NO inter/after cooler allowed (alcohol)
 9000 & 10000 lb
 Engine max 505 ci single turbocharger only (both classes)
 – Diesel only

 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 OTTPA 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.
5. Fuel Systems:
 7,000 & 7,500 lb Diesel, Gas or Alcohol
 9,000, 10,000 Diesel only
 NO SECONDARY FUELS
6. Diesels are limited to maximum of a “P” series pump. Only one plunger per cylinder. No Sigma pumps.
7. Gas powered tractors are limited to one carburetor.
8. No engine driven fans allowed.
9. Tractor must 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.
10. Turbo charged engines must have two 3/8” grade five bolts in the vertical portion of the exhaust pipe. Bolts to be installed 90 degrees to each other and within 1” of each other.

11. 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.

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. Owners must sign a guarantee of compliance and waiver form.

Chassis/Frames/Supports/Sheetmetal:

1. No tricycle front ends.
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 hood must be shielded 360 degrees with 1/16-inch steel.
10. OTTPA will allow air bags and/or coil over shocks on the front of the tractor as long as they cannot be adjusted from the seat.

10. Light Pro-Stock tractors must have two supports of sufficient strength. Supports must be bolted from the frame to the differential to prevent tractor from splitting.
11. 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.
12. Component tractors are permitted. All new component tractors must have approval of sheetmetal and engine combination from the OTTPA ProStock Tech. Committee and the Executive.
 - a. Tractors must be 2WD or MFWD model tractors. No 4WD. Track model tractors allowed.
 - b. 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.
 - c. 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
 - d. Engine block must be mounted solid to full frame at both front and rear.
 - e. The centreline of the crankshaft's nose can be no lower than 4 inches below the centreline of the rear axle.
 - f. Maximum wheelbase is 114 inches.
 - g. Aftermarket frame must have a SFI 6.2 or 6.3 bell housing. No cast iron Ag-type transmission or rear end components allowed.
 - h. 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 ¼ inch of end of driveline shall be visible with driveline shielding in place.
13. Skid Plates - **Mandatory for 2017** 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

Tires:

1. Maximum tire width:
7000 lb / 7500 lb - 30.5" must be ag tires 24.5" are allowed
HP's or Puller 2000's

9000 lb, 10000 lb - 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 deadman throttle.
2. Tractors must have automatic kill switch and/or air intake shutoff (diesel). The hook ring must be located in the centre rear of the tractor, a minimum of three feet above point of hook. The kill switch ring must be no less than 2 inches in diameter. The kill switch cable must pull free through vehicles. Diesel tractors must have mechanical fuel shutoff to the injection pump.
3. 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.

4. Tractor must have a safety-starting device; tractor is only able to start in neutral and /or park.
5. Tractors must have a working fire extinguisher (2 lb ABC, 1 lb Halon) convenient to driver.
6. 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.
7. Drivers must wear a CSA approved 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.
2. A light pro stock tractor may also compete in the 9000 lb class if the light class is not offered

SINGLE ENGINE MODIFIED

Weight not to exceed 6100 LBS

Drawbar Height 20 inches maximum from top of hitch

Drawbar Length 18 inches minimum from centre line of rear axle

1. A maximum of one 8 cylinder engine no greater than 575 cu. in. displacement with one spark plug per cylinder.
2. Modified tractors are allowed to run on alcohol or gas (naturally aspirated carbureted or injected). No electronic fuel injection allowed. No oxygenated fuels.
3. Electric fuel pumps are allowed but they must be wired to the kill switch.
4. All engine exhausts must exit upwards and be a minimum of 12 inches long above the bend in the pipes.
5. Alternators must be shielded 360 degrees with 1/16 inch metal. No engine driven fans allowed.
6. 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.
7. Throttles to be a positive two-way deadman type. All foot throttles must have a toestrapped.
8. 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

9. Maximum tire size is 30.5 (rear tire). Radials are permitted.
10. Fenders on all tractors must be constructed so that no part of the driver's body can come in contact with the rear tires.
11. All tractors must be no longer than 14 feet from the centre of the rear axle forward.
12. No tricycle front ends.
13. 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.
14. All modified tractors must have 2 supports of sufficient strength bolted to the frame and differential housing to prevent the tractor splitting.
15. 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.
16. Drawbars to be fastened no higher than center of rear axle on differential housing.
17. 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.
18. All tractors must have a switch that will allow starting in neutral or park only.
19. All tractors must have an emergency kill switch that will kill the engine in an event of breakage with a ring on the switch no less than 2 inches in diameter located at the rear of the tractor.
20. 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.
21. All tractors must have a 2½ lb. fire extinguisher compatible to the fuel being used and be convenient to the driver.

22. 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.
23. 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. Owner must sign a guarantee of compliance and verification form
24. All automatic transmission tractors must have a reverse lockout. Automatics must use SFI approved shield and blanket from back of block to rear of planetaries 360 degrees.
25. 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

The following engine combinations are considered "maximum limitations" for vehicles that compete in this class.

1. 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.
 - a. Wedge heads that will accept a stock OEM intake manifold bolt pattern limited to 70% maximum overdrive.
 - b. Big chief or any wedge head without a stock OEM intake manifold bolt pattern are limited to 50% maximum overdrive.
 - c. Hemi Heads are limited to a maximum of 45% overdrive.
2. Three (3) blown automotive engines, with 14-71 superchargers at 70% maximum overdrive or single staged turbocharger. No intercooler allowed with port-fuel injection only.
3. Five (5) naturally aspirated Big Block automotive engines.
4. Six (6) naturally aspirated Small Block automotive engines.
5. One (1) Allison engine with twin turbo or auxiliary stage plus one (1) blown automotive engine with a 8-71 blower limit.
6. Two (2) Allison engines with a maximum of two staged supercharger or turbocharger, injected or carbureted.

7. Two (2) industrial or marine-type engines, twelve (12) cylinder limit. Diesel allowed, may have a maximum of two (2) compression stages.
8. Combination of NTPA recognized turbine engines not to exceed a maximum of 5800 total horsepower using the ratings as approved by NTPA listed below.
9. All automotive engines may run a maximum of 2 valves per cylinder and are limited to 1 spark plug per cylinder.
10. 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.
11. Any combinations require 9 or more cylinders running.

General Rules:

1. Weight not to exceed 7900 lb.
2. Drawbar height = 20 inches. Drawbar length = 18 inches.
3. Rear brakes are mandatory.
4. 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.
5. Tractors are required to have a reverse safety light system.
6. 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.
7. A light in the driver's compartment must be operated off the same system.
8. Both lights are to be activated by a shift lever such that it will be lit only when the vehicle is in reverse.
9. 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
10. Vehicles are required to have 9 cylinders or more to pull with class.

Kill Switch:

1. Tractor must have 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.
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. Owner must sign a guarantee of compliance and verification form.
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 radiused 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 inch long x 3 inch 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 inch 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 OTTPA.
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.
 - a. Wrap billet aluminum gear box radially 360 degrees with webbed, tow strap type material to minimum of 1inch thickness.
 - b. Wrap billet aluminum gear box radially 360 degrees with steel strap to achieve minimum 1inch thickness. Strap to be a minimum ¼ inch steel.
 - c. 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 no more than 30.5 inches x 32 wide with a maximum of 210" circumference, when inflated to 10 psi. Tread width not to exceed 32 inches.

MINI MODIFIED TRACTORS

1. Maximum vehicle weight is 2,100 lb.
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 axle and 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.
5. All standard transmission equipped vehicles must have a SFI equipped clutch and fly wheel and steel bellhousing complete with 1/8" block plate and a 90 thou. thick liner. Owner must sign a guarantee of compliance and verification form.
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. The hole size in drawbar must be a minimum of 1½" diameter and a minimum thickness of 7/8" cross section.
11. A drawbar cable is mandatory.
13. 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.
14. Steering rotation must be controlled safely with either a manufactured steering box or rack and pinion
15. All seats must be securely fastened.

16. Weights must be securely fastened on brackets and not extend rearward beyond the rear tires. Weights must not obscure the hitching device.
17. 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.
18. All driveshafts and yokes to be completely shielded 360 degrees the full length of the shaft and a minimum thickness of 1/4" metal and be securely mounted by grade 8 bolts.
19. Wheel studs are to extend through wheel nuts on rear wheels.
20. Maximum engine size is 500 cu. in. 8 cylinder engines only.
21. All engines to be naturally aspirated, wedge head and cast iron block.
22. No electronic fuel injection allowed. Gasoline or alcohol engines only, no diesel designed engines allowed.
23. Electric fuel pumps are allowed but must be wired to kill switch.
24. No mechanical driven fans allowed.
25. All engine exhausts must exit upwards and be a minimum of 12" above the bend in the pipes and no more than 10 degrees from vertical.
26. SFI approved balancer mandatory. The complete diameter of the balancer must be shielded with a minimum of 1/4" metal. The shield must be held in position with a minimum of 2 Grade 8 bolts. All balancers must be bolted to the crankshaft.
27. Stock valve cover bolt pattern cylinder heads only.
28. Four point seatbelts are mandatory and must be properly attached during pull.
29. Fire suit of minimum of one layer is required. Neck brace is mandatory.
30. CSA approved helmet, full faced with shield, balaclava and SFI gloves are mandatory.
31. Leather boots or SFI approved boots are required.
32. Fire extinguisher mounted on vehicle must be compatible with fuel used.

33. Engine outside shielding must extend from the base of the cylinder head to 2" below crankshaft centre line. Must be at least 1/8" metal and the full length of the block. Frame allowed as shield.
34. Throttles to be a positive two dead man type. All foot throttles must have a toe strap.
35. 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.
36. All vehicles must have an emergency kill switch that will kill the engine in the event of breakage with a ring on the switch no less than 2" in diameter located at the rear of the vehicle. 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.
37. Battery disconnect switch is required.
38. A SFI flex-plate is required in automatic transmission vehicles.

NON-CIRCUIT TRACTOR RULES

1. All Non-Circuit Tractor Classes are competing for prize(s) only. No points will be awarded under OTTPA's Point System. The Pull Promoter determines all prizes.
2. The Pull Promoter will determine the class weight and tractor type. Non-Circuit tractor classes can be Vintage (pre-1959) and Stock. Stock classes can be 2WD, 4WD or Open. All classes must run without duals unless specified. All Non-Circuit classes must have the approval of the OTTPA Executive. All classes will be posted on OTTPA's Pull Schedule. Classes cannot be added or changed after the printing of the 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 OTTPA'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. Tractors pulling in a points class must meet all safety rules for that class prior to pulling the class.
5. Tractors must have a hood, floorboards, grill(s) and fenders and must be 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 OTTPA'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.
12. All General Rules apply to Non-Circuit Tractor Classes.

HOT STOCK 4x4 TRUCKS

1. All Hot Stock 4x4 trucks must be naturally aspirated with OEM cast iron intake and cast heads and exhaust manifolds, single carburetor or fuel injection. Diesel 4x4 trucks (Chev/Ford/Dodge) must have factory turbo system or factory injections and factory mechanical pumps only. Maximum turbo size is S62mm and must run a 58mm sleeve, no clipped wheels or step down covers. All air must pass through inducer bore only. No slots or grooves allowed. No liquid to air inter coolers. No water injection allowed. No alcohol is allowed in the fuel system. All fuel injection trucks must use cast iron block, cast iron factory exhaust manifold, factory-truck intake manifold, factory truck heads, and factory fuel injection system
2. Mufflers must be attached and functioning. Two 3/8" cross bolts shall be installed in the exhaust pipe as close to the turbo exhaust outlet as is possible.. Diesel exhaust must exit vertically
3. General Track Rules will apply. If needed a handicapping system will be used temporarily.
4. Hitch point is to be the rearmost point of the truck, rigid in all directions and a maximum of 22 inches from the top of the hitching device to the ground (See General Rules - Vehicles). No part of hitching device to exceed the centre of the rear axle. No hitch angle greater than the angle of the sled chain. Acceptable hitch angle is 0 degrees to a maximum of 28 degrees. Hitch length to be a minimum 34% of the wheelbase.
5. No air shocks, blocks or chains are allowed to make truck suspension rigid. No suspension stop blocks front or rear.

6. Hot Stock 4x4 trucks will weigh no more than 5,500 lb. Added weight may not be mounted forward of stock positioned bumper and/or grill. No weight bars or snowplow harness allowed. Weights must be secure and not in cab.
7. Stock truck suspension must move. All front axle weight must be sprung and must compress and unload freely by hand. No ladder bars, torque arms or coil truck arm rear suspension are allowed. Leaf spring rear suspension only.
8. Tires to be stamped DOT approved and not exceed 31x10.5x15, 265x75x16, or 265x70x17. Not to exceed 17" wheels. No cutting, shaving or sharpening of the tread. No studded tires. No dual wheels.
9. Boxes will be stock in appearance to include tailgates and/or barn doors, etc. and must have full floor or tonneau cover or both.. No complete fibreglass bodies and/or boxes. Fibre glass not to exceed 50% of box.
10. Any changes or modifications of rules will be done with the unanimous vote of the class rep and 3 elected tech people from the class with approval of the Executive of OTTPA in whole.
11. No truck may hook in two different divisions at the same event.
12. All trucks must have working brakes on all four wheels.
13. Maximum of 526 CID engine size.
14. All trucks competing in the Hot Stock 4x4 class must comply with all Hot Stock 4x4 rules.
15. No engine driven fans.
16. Truck frames – ¾ 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 centre to be un plated, unboxed, factory stock. One ton frames to remain unplated and unboxed.
17. 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 covered with ¼ inch steel shield 1" wide, 360 degrees around a harmonic balancer 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 ¼ 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 centre hoop or chain. Minimum thickness steel ¼" or aluminum 3/8".
4. Drivers must wear a minimum of lap seat belt. Snell approved helmet.
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 ¼ inch 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. All diesel trucks must be equipped with an air shutoff or guillotine placed in the intake tract before turbo. The shutoff will have a cable or similar connection to the rear of the truck as part of the kill system. Exhaust must have two grade 5 (3/8 inch diameter) bolts placed in a cross pattern within 1 inch of each other directly behind the turbo.
7. 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.
8. Backup light must be functional and operate as designed by the manufacturer. No manual backup light switch devices are acceptable. Rear kill switch must disable the ignition and electric fuel pumps.

PRO STREET DIESEL 4x4 TRUCKS - 8,200 lb.

Regulations: If the intent of something is not here as a rule, it is not allowed. There are no grace or demo hooks.

1. Any member caught in default of the following rules will not receive points for his/her pull.
2. Weight for the class: 8200 lb

3. Ballast Weight - Weight bars and boxes are allowed to a maximum of 5 feet (60 in) from the centre line of the front axle to the furthestmost part of the weight bar or box. It is recommended that wheels, rollers, or skis be put on weight boxes to prevent contact with the ground
4. Batteries: All batteries must be securely mounted. They may not be mounted in the driver's compartment or forward of the rad support.
5. Body: The body must have been available from the factory in a production $\frac{3}{4}$ or 1 ton diesel configuration. The body must retain all factory sheet metal. No aftermarket fibreglass body(s) or fibreglass panels allowed. Fiberglass or metal hoods scoops are allowed. The hood must be mounted and closed during a run/pull. The complete floor pan, firewall and bed floor must be retained. All holes into the driver's compartment should be sealed from fumes. No cab and chassis or other constructed type trucks will be allowed. Complete headlight, taillight, marker light assemblies must be present. Front bumper(s) is mandatory.
6. Brakes: Four wheel hydraulic brakes are mandatory and must be in good working order.
7. Chassis: A factory made frame available in a production $\frac{3}{4}$ or 1 ton diesel truck must be used. The body must match the chassis for the make and model intended during production. The engine must be located within the unmodified factory firewall and rad support for the body used. Rad and location are optional. Rad may not be mounted in the drivers compartment and must be concealed. The truck must retain the full factory chassis. Wheel tubs, back half conversion, tube chassis, etc. are prohibited.
8. Driveline: All transmissions, transfer cases, and axles, front and rear must have been available in a production $\frac{3}{4}$ or 1 ton chassis from a recognized manufacturer.

Front and Rear Axles: Any front/rear axle assembly normally available in a $\frac{3}{4}$ or 1 ton truck may be used. Swapping from manufacturer to manufacturer is allowed. High strength custom made axle shafts are allowed. They must fit into a stock appearing housing and retain the standard 8 bolt wheel stud pattern. Bracing and trussing are allowed.

Transfer case: Aftermarket transfer cases are not allowed. The transfer case used must have been available in a production $\frac{3}{4}$ or 1 ton truck.

Wheel base: The truck must retain the original production wheelbase and track width for the body/chassis used. Offset wheels may be used. Front wheel dually spacers may only be used when accompanied by dual rear wheels.

9. Driver restraint system: All drivers must use/wear the factory installed seatbelt system for the body used. Aftermarket SFI seatbelts are allowed provided they are of the single release style. A single layer SFI fire suit must be worn
10. Driveshaft loops: All trucks shall have a least one driveshaft shield around each universal 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 ¼" 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.
11. Exhaust: All vehicles must have an upwards pointing stack rearward of the drivers compartment or through the hood. No exceptions. Two 3/8" cross bolts shall be installed in the exhaust pipe as close to the turbo exhaust outlet as is possible.
12. Fuel Injection Pump: The fuel injection pump is limited to a stock appearing, factory available pump, in a ¾ or 1 ton diesel truck application. Pump swapping from manufacturer to manufacturer is allowed. Dual high pressure common rail pumps or dual HPOPS are permitted. Fuel to only be injected through the injection pump and injectors.
13. Harmonic balancer: A SFI balancer is mandatory.
14. Hitches: The hitch must be solid in all directions and securely mounted to the frame of the truck. The hitch may not be attached to the frame forward of the rear axle centre-line. The hitch must be the rear most part of the truck, including the normal location of the tailgate if the tailgate has been removed. Sled bumpers may be further back than the hitch. No bumper hitches allowed. No sharing of hitches. Hitch point to be painted florescent orange per general rules. 24" maximum height.
15. Interior: Trucks must retain a factory dashboard and glass (front, rear, sides). Drivers window is to remain functional. Two matching front seats are mandatory.

16. Steering: The truck must retain either the full factory style steering and steering mechanisms for the chassis used or a hydraulic piston or ram style steering systems will be allowed provided the steering wheel assembly is in the stock location in the dash. Additional steering stabilizer shocks are allowed.
17. Suspension Front: Factory style or aftermarket front Suspension are allowed.
18. Suspension Rear: Suspension Rear: A factory style Suspension for the chassis used must be in place. Traction bars are permitted. Blocking of the rear suspensions is allowed. There must be at least one shock per wheel
19. Air bags front or rear allowed, no on board compressors or in-cab adjusters.
20. Tires: Any DOT highway tire may be used. No agricultural or turf type tires allowed even if DOT approved. Maximum tire height as measured shall be 35" tall by a maximum measured tread face width of 14.5". Cut tires are not allowed. Dual rear wheels will be allowed.
21. Water injection: No water injection is allowed. Water may not be introduced into the intake tract at any time. No part of any delivery system is allowed on the truck for any reason.
22. Propane, Nitrous Oxide, or other flame or combustion accelerators are not allowed. No part of any delivery system is allowed on the truck for any reason.
23. Fuel: Must be number 1 or number 2 diesel. Biodiesel is allowed. No additives are allowed other than fuel conditioners, or lubricating oil. Fuel may not enter the cab of the truck.
24. Engines: Any diesel compression ignition engine produced for a North American made ¾ or 1 ton truck may be used. No aftermarket heads or blocks. Maximum engine size is 460 c.i.. Engine swaps from make to make, model to model, or year to year allowed.
25. Turbocharger: The vehicle is limited to a single turbo charger. Twin turbos are not allowed for any reason even if originally equipped from the manufacturer. The turbocharger size for the class is 2.8" in size. This equates to 71mm. A 2.8 bushing will need to be used if the compressor wheel exceeds 2.8. If a bushing is used, it must be round, at least ¾ inch long, mounted within 0.050 inch of the compressor wheel and the inside diameter of the bushing may not exceed the 2.8 inch limit at compressor wheel.

The inlet will be measured using a 2.85 inch plug. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that has a width greater than 1/4 inch. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited. A 3.0" small bore turbo will be allowed for the 2016 season with the consideration of being the class limit for the 2017 season. Aftermarket exhaust manifolds and turbo adapters are allowed.

26. Transmissions: A functional neutral safety switch is mandatory. A functioning backup light switch must be present and working as per the general rules.

Automatic Transmissions: Non-OEM transmissions are prohibited. The transmission used must have been available in a ¾ or 1 ton North American application. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. All transmission lines must be metallic or high-pressure-type hose. All vehicles must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield is permitted. It must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the block to the front of tail housing with a minimum six inch overlap where it is fastened

Standard Transmissions: Non-OEM transmissions are prohibited. The transmission used must have been available in a ¾ or 1 ton North American application. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all standard trans vehicles. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing. It must be attached to the block and extend rearward to the transmission with a minimum six inch overlap where it is fastened. The flywheel and clutch must have owner sign a guarantee of compliance and verification form

27. Air Shut Offs: All trucks shall have an air shutoff located in the intake tract. The shutoff will have a cable or similar connection to the rear of the truck and shall terminate as per the General rules requirements located elsewhere in the rule book (s). A second cable for the air shutoff shall be located in the drivers compartment and within easy reach of the driver while seated.
28. Fuel shut off: A cable operated fuel shutoff /dump valve shall be located within easy reach of the driver while seated in the drivers compartment. Electrical injection trucks shall be deemed to comply using the key.
29. No engine driven fans allowed.
30. Pullers must attend 25% of the pulls for one season to be eligible to vote in that year.

PRO MODIFIED DIESEL 4x4 TRUCKS

Body/Chassis:

1. The body must be the OEM truck body. Trucks must have a complete (left to right) firewall and drivers side floor (under driver compartment from firewall to rear of seat) made of at least 1/8" aluminum. Windshield and windows may be made of lexan. Functional back-up lights are mandatory. Batteries must be securely mounted, they may not be located in the driver's compartment. Modifications to truck box are permitted but trucks either run a full bed floor or tonneau cover. Fiberglass box sides are permitted. Tilt bodies are allowed but must be metal (no fiber) and drivers door must open. All bodies must lift from the outside via a well labeled switch located near the drivers side of the weight box.
2. An OEM chassis is mandatory. Wheel tubs, back-half conversions, tube chassis, etc. are prohibited. The engine must be in the OEM location for the body used. The vehicle must retain the factory frame.
3. All engines are to be shielded with heavy rubber belting or 0.060 steel e.g. steel inner fenders or rubber belting covering everything above the frame to the deck of the motor. Engines cannot be visible through the wheel wells.
4. The vehicle must have an OEM wheelbase and maximum track width of 102" (front and rear).
5. Front weight is permitted. Hanging weights may not extend more than 60 inches from the centerline of the front axle. They must be securely mounted.

Driveline and Axles:

6. Any axle, any transfer case, any transmission is permitted. No planetary rears are allowed. Axle and hub bolt shield are required.
 - a. Shield must be at least 0.060 inch thick
 - b. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
 - c. Mounting shield cannot be mounted to axle end or hub bolts.
7. An OEM style front and rear suspension is NOT mandatory.
 - a. Traction bars and devices are permitted.
 - b. Strut tower braces, lower tie bars, sway bars, limit straps and camber kits are permitted.
 - c. Blocking, welding and four linking are permitted.
 - d. Air bags must be unhooked from compressor.
8. Working brakes are mandatory on front wheels only.

Driveline/Driveline Shielding:

9. Vehicle must have at least 5 round metal hoops shielding driveshafts.
 - a. A minimum of 3 hoops around the driveshaft tube.
 - b. In addition there must be 2 end hoops that cover the universal joints.
 - c. All hoops must be a minimum of 3/8 inch aluminum or 5/16 steel, 3/4 inch wide and not more than 2 inches from the shaft in any direction. They must completely (360 degrees) cover the shaft.
 - d. May use solid tube (3/8 aluminum or 5/16 steel) to meet above requirements.

Hitch:

10. The hooking point must be the rear most point on the vehicle.
11. The hitch must be horizontal to the ground and stationary in all directions hooked to the frame no further ahead than the center of the rear axle.

12. The hitch's height from the ground may not exceed 26 inches (measured at top of hitching device).
13. The hooking point must have a minimum 3.50 inch inside diameter opening for the sled hook.

Tires:

14. Both CUT (Cepek style) and DOT tires are permitted. DOT and CUT tired trucks run 7500 lbs. DOT approved with a maximum height of 35 inches and mounted on rims no wider than 14 inches. Tire tread alterations are allowed to a maximum of 1/4" of wear bars. Dual DOT wheels are permitted. The use of a dually spacer on the front axle can only be used in conjunction with the use of an offset dually rim. Trial period for weight and hitch height.

Engine:

15. The engine is restricted to a single 6 cylinders or 8 cylinder compression ignition engine.
 - a. Maximum displacement of 7.6 lt (466 cu.in). All vehicles must have an OEM style engine that came in a 1 ton pickup or less (conversions are allowed).
 - b. No engine driven fans permitted.
 - c. Balancers must be SFI approved.
 - d. Mechanical or electric fuel injection is permitted but is limited to the maximum injection pump size of a P-pump. No fuel is to be injected in any other way than with the injection pump system.
 - e. If vehicles are found to emit excessive engine fluids they must be equipped with 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 vehicle during the pull. Cans must be a closed container with an inlet and a vent.
16. All vehicles must be equipped to direct exhaust straight up (no curve outs) out of the hood. All hood stacks must be at least 4 inches over the sheet metal. Two Grade 5 (3/8 inch diameter) bolts must be placed in a cross pattern within one inch of each other directly behind the final turbo.
17. Fuel must be pump #1/#2 diesel only. Soy/biodiesel fuel is permitted. No diesel fuel must enter the cab.

18. Nitrous oxide is prohibited. All other oxygen extenders are prohibited. System components must be removed from the truck.
19. Propane is prohibited. System components must be removed from the truck.
20. Water injection is permitted. Alcohol, methanol and all other flammables are prohibited. No dry ice. Commercially available pump lube is allowed.
21. Turbochargers are limited to dual stage compounding turbos. Atmospheric (final) turbo is limited to a 106 mm. inducer bore. No bushings allowed. Single turbos are unlimited in size. No triple turbo setup.
22. A 5/16 cable must go around entire engine from top to bottom located approximately in center of block.
23. **Manual Transmission**

All vehicles must have a properly attached SFI 4.1 or 4.2 blanket that completely covers the bellhousing. It must be attached to the block and extend rearward to the transmission.

- a. A clutch (including a flywheel) meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles.
- b. All transmissions must be clutch assisted.
- c. Driveshafts between engine and transfer case must have solid shielding a minimum of 3/8 inch aluminum or 5/16 inch steel.
- d. The flywheel and clutch must have owner sign a guarantee of compliance and verification form

23. **Automatic Transmission:**

- a. Any non OEM floor mounted automatic transmission shifter must be equipped with a spring loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear.
- b. All vehicles must be equipped with a blanket-type shield meeting SFI Spec 4.1 and extending from the rear of the block to front of tail housing.
- c. All vehicles must be equipped with a flex plate meeting SFI Spec 29.1
- d. All transmission lines must be metallic or high-pressure type hose.

Safety

24. A sled and driver operated spring-loaded emergency air shut off is mandatory. The cable must terminate into a two inch diameter steel ring.
25. All trucks are to be equipped with hood pins only, no cable operated secondary latch mechanisms.
26. All trucks must be equipped with a driver operated fuel shutoff capable of redirecting fuel flow from the injection pump back to the tank e.g. inline three-way dump valve. Electronic fuel injection trucks must be equipped with an injector pulse kill switch.
27. A 2 lb. or larger ABC fire extinguisher is mandatory. It must be securely mounted on the passenger side floor.
28. All drivers must wear a fire suit meeting a minimum of SFI 3.2 A/1 and wear leather steel toe boots.
29. All drivers must have a valid driver's license.
30. An OEM or aftermarket restraint system is mandatory and must be worn.
31. The driver must wear a helmet meeting organizations standards.

Additional Rules:

32. Driver's window must remain down during pulling.
33. No vehicle is to be left unoccupied while running at any time.
34. The class agrees that no driver will agree to a pulloff without adequate cool down time for all trucks (at least one class). Only at the track official discretion.

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. .Inside the frame headers pipes must exit behind the cab. Outside the frame headers pipes can exit straight behind the cab. Vertical headers must be within 10 degrees of plumb.
4. Weights and weight bars must be securely mounted. Front of weights or weight bars must be no more than 60 inches from the centre 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 only allowed on leaf type suspension. Coil suspension must have coil located over the centre 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. All trucks must have a working suspension comprised of factory production style springs. All suspension spacer blocks must be a maximum of 8" in length. Leaf spring rear suspension only.
6. Automatic transmission trucks must use full blankets properly installed front to back or SFI approved transmission shields. All flex plates must be SFI approved.
7. Hitch to be connected to the frame only, rigid in all directions. Height 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 centre 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 centre 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 fibreglass bodies are allowed. Fibreglass 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. All clutches, flywheels and bellhousings must have owner sign a guarantee of compliance and verification form
2. Fire extinguisher must be in cab of truck and be compatible to the fuel being used.

3. 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).
4. Backup lights must be functional and should operate as designed by the manufacturer. No manual backup light switch devices are acceptable. Rear kill switch must disable the ignition and electric fuel pumps. Minimum 2" steel ring.
5. Minimum of lap seat belts and approved helmets must be worn when pulling.
6. Standard transmission must be a steel 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 full blankets properly installed front to back and have SFI approved flex plates.
7. All trucks must have a neutral safety switch. Clutch pedal must be fully depressed to activate starter.
8. 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.
9. Harmonic balancer must be SFI approved.
10. No engine driven fan blades.
11. Side shields of 1/8" steel or aluminum are required to cover the entire block that the frame doesn't.
12. 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.
13. At no time will a pulling truck be left alone while running.
14. Rear axle shields are mandatory on all Super Stock trucks. Shield must be at least .060 thick. Shield must cover minimum diameter axle end.
15. No fuel tanks are allowed under the hood of the pulling vehicle.
16. Windshields are optional (for safety).

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 nor 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.

15. Vehicle appearance:
 - a. Fibreglass hood scoops, spoilers, fender flares are allowed.
 - b. Allowed to use stock appearing pickup truck and vehicle fibreglass bodies and body parts.
16. Driver must be in original driver compartment
17. Side doors must be mounted and closed if vehicle was manufactured with doors.
18. Vehicle doors must have a single latch design allowing the door to be opened from both inside and outside.
19. 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.
20. 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 will not be counted as a working door.
21. All TWD vehicles must have a presentable front windshield of glass, plexiglass or lexan. Factory-tinted glass is acceptable. Stained or smoke glass is not allowed. Tinted windows that impair Track Official's view of driver's compartment are not allowed.
22. 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.
23. Hood line variance - original hood line should be kept and 3 inch maximum clearance opening will be allowed for speed equipment.

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:

Without planetary rearend:

1. If planetary rearend is not used transmission to final drive,

- a. Vehicle must have three (3) round metal loops shielding on each drive shaft (two-piece drive shaft must have six metal loops).
 - b. 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.
 - c. End loops to be placed no farther than 6 inches from universal joints with third loop in centre of shaft.
 - d. May use a solid tube (3/8 inch aluminum or 5/16 inch steel) to meet the above requirements.
2. Driveshafts between engine and transmission must have solid shielding a minimum of 3/8 inch aluminum or 5/16 inch steel.
 3. Vehicle must have 360 degree 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 as in Rule 6 below.
 4. Axle and hub bolt shield required except where planetary final drives are used.
 - a. Shield must be at least 0.060 inch thick.
 - b. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
 - c. Mounting shield may not be mounted to axle end or hub bolts.
 - d. 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.
 5. No counter balancers permitted in driveline with planetary rear end.
 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 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:

- a. Two front engine mounts, two rear engine mounts and support saddle for rear transmission with ½ inch maximum clearance OR
- b. Two front engine mounts, support saddle at rear of engine with ½ inch clearance and a mount at rear of transmission.

This is to prevent engine or transmission from dropping if breakage occurs.

- 7. 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.

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.
 - a 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.
 - b Turbochargers under fibreglass hoods must be completed shrouded except for inlet and exhaust pipes under the area of the fibreglass with steel or aluminum of at least 0.060 inch thickness.
 - c 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.

- d 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.
 - i. All superchargers must be mounted to the intake manifold by use of aluminum studs only. (No steel studs allowed.)
 - ii. 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.)
- e. Supercharger drive components must be shrouded on the top and sides with 0.060 inch metal.
 - i. The shield must be wider than the drive belt or chain and be securely mounted.
 - ii. Blower belt shield must be wider than all components, idler, belt, pulleys, etc. and extend to bottom of bottom pulley or below.
 - iii. Carbureted or injected Allison, Packard, Industrial or Marine engines using centrifugal supercharger must be shielded.
 - iv. Shield to start at the centre line of supercharger housing and extend 5 inches rearward, notching allowed only to fit around accessory components.
 - v. Shield must extend 8 inches forward of centre line of blower housing and notched only for accessory components such as air boxes.
 - vi. On front edge of the shield there must be a rolled lip extending inward 1 inch.
 - vii. Shield must be 3/8 inch steel bolted every 2 inches or closer with 3/8 bolts (Grade 5 or better) or larger.
 - viii. 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.
 - ix. Shielding must be the same on each side of the supercharger. (SFI Spec 4.1)

- f. No cutting or grinding on Allison supercharger wheels.
 - g. Allison blowers must have a steel shield as in rule above or a SFI Spec 4.1
 - h. 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.
 - i. All supercharged engines with blower drive facing driver must use SFI Spec 14.1 blower restraints.
 - j. Screw-type superchargers are not permitted for competition vehicles.
6. 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.
 7. Automotive engines are only allowed to run a maximum of two (2) valves per cylinder head and one spark plug per cylinder.
 8. 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.
 9. 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 5 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.
 - a. It may extend no more than 6 inches ahead of farthest most front portion of the vehicle.
 - b. It will not be counted when measuring the length of vehicle.
 - c. It must have a 3-inch diameter hole, positioned horizontally.
 - d. It must be strong enough to push or pull the vehicle at its heaviest weight.
 - e. It is to be used only for pushing or pulling the vehicle.

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.

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.

SUPER MODIFIED 4WHEEL 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 flat bed 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 straps 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. Drawbar height is 26 inches for supercharged and turbo diesel trucks and 27 inches for naturally aspirated.
3. Drawbar length from the centre point of the rear axle to the hook point to be 30% of wheelbase. NO SHORTER.
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. Drawbars at the point of hook need 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 minimum to a maximum 3 3/4" round hole.
6. Drawbars that have provisions to be made shorter than legal length are not acceptable.
7. All drawbars must be approved by the Tech. Official.

Driveline/Driveline Shielding:

1. Vehicle must have three (3) round metal loops shielding driveshaft.
 - a. 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.
 - b. End loops to be placed no farther than 6 inches from the universal joints with third loop in the centre of the shaft.
 - c. May use a solid tube (3/8 inch aluminum or 5/16 inch steel) to meet the above requirements.
2. If planetary reductions at wheels are used the following driveshaft shielding criteria will apply. No cast metal.

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 ¼ inch of end of driveline shall be visible with driveline shielding in place. If U joints are used in any drive shaft 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.

- b. All FWD vehicles engine/automatic transmissions combinations must have either:
 - i. Two front engine mounts, two rear engine mounts and a support saddle for rear of transmission with ½ inch maximum clearances OR
 - ii. Two front engine mounts, support saddle at rear of engine with ½ inch clearance and a mount at rear of transmission.

This is to prevent engine or transmission from dropping if breakage occurs.

- 3. Driveshafts between engine and transfer case must have solid shielding a minimum of 3/8 inch aluminum or 5/16 inch steel.
- 4. 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.
- 5. Axle and hub bolt shield required except where planetary final drives are used.
 - a. Shield must be at least 0.060 inch thick.
 - b. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
 - c. Mounting shield cannot be mounted to axle end or hub bolts.
 - d. 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.
 - e. No counter balancers permitted in driveline.
- 6. Trucks must have front brakes that will control the vehicle.
- 7. 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:

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 must be a minimum 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 with wedge style heads 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 pr 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.)
 - a. 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.
 - b. 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.
 - c. 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.

8. Acceptable fuels are gasoline, diesel and alcohol.
9. 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.
10. 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.
11. Except for high performance type starters with crank shaft drive, rear of engine block may not be moved forward of centerline of front axle.
12. Automotive engines must run 2 valves per cylinder and 1 spark plug per cylinder.
13. Fuel injection (and carburetors) and headers may protrude through the hood.
14. 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.
15. 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.
16. Engines that use harmonic balancers must use SFI approved balancer.
17. Throttle return springs, 2 per carb or injector.
18. Turbo chargers: Max diameter to be 3.00 inch with 2 grade 5, 3/8" bolts placed in the exhaust in a cross pattern within 1 inch of each other directly after the turbo charger.
19. Diesel: No fuel is to be injected in any other way than the fuel injection pump.
20. Diesel: Water injection is permitted, alcohol, methanol and other flammables are prohibited. Commercially available pump lube is allowed.
21. Diesel: A 3 way driver operated fuel dump valve is required in the fuel system and must divert fuel from the injection pump back to the fuel tank.
22. Diesel: A sled and driver operated spring loaded emergency air shut off is mandatory. The cable must terminate into a two inch diameter steel ring at the rear of vehicle.

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.
 - a. It can extend no more than 6 inches ahead of the farthest front portion of the vehicle.
 - b. It will not be counted when measuring the length of the vehicle.
 - c. It must have a 3 inch diameter hole, positioned horizontally.

- d It must be strong enough to push or pull the vehicle at its heaviest weight.
- e 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. OPERATOR'S COMPARTMENT:
 - a. No fuel tanks, fuel pressure gauges, fuel pumps, batteries and/or fuel lines are allowed in the operator's compartment.
 - b. 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.)
8. Vehicles must use wheels no more than 6 inches off the ground, within 6 inches of the forward most part of the vehicle.
 - a. Wheels must be a minimum of 6 inches in diameter by 2 inches wide.
 - b. Wheels must support the weight of the vehicle.
 - c. Wheels must be raised or removed for the purpose of ground clearance when vehicle is not on competition track.
 - d. Wheels must be at least 3 feet apart.

9. Weights must be safely secured to vehicle and must not extend forward more than 60 inches from the centerline of front axle.
10. Trucks must have a rear kill switch and backup light.
11. 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 17 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.
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
4. All bellhousings and clutches must have owner must sign a guarantee of compliance and verification form

Additional Rules:

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

PRO STREET SEMI TRACTORS

1. Air bags - The use of air bags is permitted. However no air may be added or removed from the air bags while the truck is hooked to the pulling sled.
2. Axle - NO chaining or strapping up suspension
3. Batteries - Batteries must be securely mounted. They may not be located I the driver compartment or forward of the radiator core support

4. Body - Trucks must have a minimum of 66" inches from the center of the tandems to the first structural obstruction such as the bunk, headache rack, tool box, etc, this is the minimum swing clearance needed to pull a trailer.
5. Brakes - Air or hydraulic functional brakes are mandatory. Permitted on rear axle.
6. Computer Chips & Boxes - Use of these for engine performance is allowed. No traction control boxes permitted.
7. Drivers Restraint System - The OEM restraint system and shoulder harness is mandatory and must be worn when hooked to the sled.
8. Engine - Engine must be stock appearing. Engine in the truck must have been available in a class 8 truck.
9. Kill Switches - Ignition type engines must use an electrical kill switch. Diesel engines must use an air shutoff system, run away protection. Hook ring must be located in the centre rear of the vehicle, above the point of hitch. The hook ring must be a minimum of two inches in diameter.
10. Exhaust - All vehicles must be equipped to direct exhaust upward and away from fuel tanks. Two(2) 3/8 inch diameter bolts of Grade 5 quality must be installed through exhaust pipe in a cross pattern within one(1) inch of each other and as close to the turbo as possible if mufflers have been removed. This will be teched. Bolt heads welded to the pipe or sheet metal screws to mimic this will be grounds for disqualification.
11. Fire Extinguisher System - A fire extinguisher system is permitted. It must be securely mounted. All vehicles must have at least a 2 lb extinguisher with working gauge mounted within drivers reach.
12. Fuel - Normal pump diesel
13. Harmonic Balancer - All engines turning more than 3500 RPM must be equipped with a harmonic balancer or dampener meeting SFI spec 18.1
14. Hitch - The hitch must work from the 5th wheel with the 5th wheel centered between centerline or the front axle to the center of the two axles. All pullers must provide their own hitch that attached to the 5th wheel. The hitch hole must be 3x3 in size. The hitch height is 22 inches. The height of the hitch must remain the same from start to finish of the pull. Any change in hitch height will be cause for disqualification
15. Injection - Water injection is allowed (Water Only) Factory style or aftermarket air to air intercoolers are allowed, water or air
16. Interior - Must meet factory firewall

17. Nitrous Oxide - Nitrous Oxide is prohibited. No other oxygen extenders are allowed. All system components must be removed from the truck.
18. Propane - Propane is prohibited. All system components must be removed from the truck.
19. Street Equipment - Complete headlight and taillights assemblies are mandatory. Complete OEM windshield and all other windows are mandatory.
20. Tires - Tires must be DOT street tires. No cut tires permitted
21. Transmission - Transmission must have been available in a class 8 truck
22. Drive Shaft—Drive shaft hoops are required to prevent drive shaft from coming out if u joint comes apart. 1 piece drive line min 2 hoops, 2 piece drive shaft min 3 hoops
23. Wheelbase -Trucks with triple rear drive axles are not permitted
24. Credentials - All drivers must have a valid drivers license. Trucks must be plated and insured.
25. General Rules - All vehicles/drivers must comply with general rules.

NON CIRCUIT HIGHWAY TRACTORS

1. All Highway Tractors must be licensed, insured and highway legal.
2. All Highway Tractors must be 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.

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 OTTPA's point system. The Pull Promoter determines all prizes.
2. The Pull Promoter will determine the class weight. OTTPA suggests 6500 lb. All Non-Circuit classes must have approval of the OTTPA Executive. All classes will be posted on the OTTPA's Pull Schedule. Classes cannot be added or changed after the printing of the OTTPA'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 OTTPA'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. No blocks are allowed to make the suspension rigid. Suspension must move.
7. All added weight must be secure in the box or flatbed. No weight allowed in the cab. Factory produced snowplow harness and properly mounted winches are permitted. Front bumpers must be original factory production style.
8. Trucks must be naturally aspirated with a single carburetor or original fuel injection system.
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.

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 OTTPA's point system. The Pull Promoter determines all prizes.
2. The Pull Promoter will determine the class weight. OTTPA suggests 8500 lb. All Non-Circuit classes must have

approval of the OTTPA Executive. All classes will be posted on the OTTPA's Pull Schedule. Classes cannot be added or changed after the printing of the OTTPA'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 OTTPA'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. All trucks must enter (event grounds, admission gates) under its own power.
5. Hitch point is to be the rearmost point of the truck with a maximum height of 22 inches. Reese style hitch only.
6. No blocks are allowed to make the suspension rigid. Suspension must move a minimum of ½ inch under the weight of a Track Official jumping on hook point
7. All added weight must be secure in the box or flatbed. No weight allowed in the cab. 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
11. Aftermarket cold air intake, exhaust system and a single programmer permitted.
12. Two drive shaft hoops front and rear. 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)
13. Tires must be in good condition and road worthy.
14. All General Rules apply to Non-Circuit 4x4 Diesel Truck classes

