

Good Times

*Truck Pullers
Association*



"It all starts here"

Rules for
2023 Season

Good Times Truck Pulling Sanctioned Classes

Super Stock 4x4 Trucks	6,000 lb
Super Modified 4x4 Trucks	6,200 lb
Nostalgic 2wd	6200lb
Run What ya Brung	8000lb
Hot Stock 4x4 Trucks	5,600 lb
Single Engine Modified	6,000lb
Light Pro Farm	8000 - 8500lb
Pro Farm	10,500lb -11,000lb
SuperSport	12,000lb -12,500lb
Local Gas 4x4 Pickups	6,500lb
Local 4x4 Diesel Pickups	8,500lb
Hot N Heavy Open Diesel	9,000lb
2.6 Super Street Diesel 4x4	8,500lb
3.0 Pro Street Diesel 4x4	8,200lb
Super Modified 2WD	6,200lb
Multi-Engine	7,500lb

ALL competitors must wear mandatory helmets in the 2023 season.

2023 Good Times Members

President	Matt Marsh	519-784-4256
Vice President	Liam Marsh	519-695-6367
Secretary	Matt Marsh	519-784-4256

MEMBERSHIP FOR 2023:

Membership - \$100

One Event Membership - \$40

You must be a member in order to pull

Membership Fee Please Etransfer goodtimestruckpulling@hotmail.com

Also please Email your mailing address for Membership Cards

Pullers must all pre-register by no later than 12 noon on weds of every week for the weekends scheduled events. For any members that do not have email or internet please call 519-784-4256 to pre-register. We are really trying hard to not deal with registration the night of the pull on an already hectic busy night, however we will not turn down any puller regardless how he or she gets registered. Once each and every member pays their membership dues by May 1, 2023 a mass email will be sent out for pre-registration for our first scheduled event. Any questions or confusion please call Matt.

Trucks n tractors will be operated in a slow safe manner in pits and must show respect.

Memberships are 100\$ to join and must be paid in full by May 1st 2023 to avoid late fee of \$25.

A one-time hook fee can be purchased per night for \$40.

Club membership can be revoked immediately if members are caught cheating and or creating or causing problems in any way. This is a fun club called Good Times and we're going to keep it that way!!!

All competitors must weight in and out.

320ft is full pull anybody past comes back for pull off in order they landed in the pull off.

Pull offs will always have one class between them to allow for cool off time

Pullers must be at least 16 years old to make a pass unless Accompanied by an adult. Puller under 16 must have at least 4 years experience in pulling such as garden pulling and or growing up around pulling and must understand the flag man and understand completely how the sport works. Adult must be a member of Good Times Truck Pullers Association.

Passengers are only allowed in trucks with full steel body and fire wall as trucks were intended from factory and must wear seat belts and helmet.

Fire suits must be worn in all trucks that don't have original steel firewall and glass windshield. (Example some lift body trucks)

Helmets must be worn in all classes

Trucks or tractors must have somebody in the seat while engine is running.

Driver must be ready and hooked to sled within 4 min.

If any weights fall off or anything falls off vehicle will be disqualified.

If puller goes out a bounds before 300 ft they will be disqualified. Attendance points will still be given.

In the event that a pull is cancelled, ALL pullers that have showed up will receive attendance points regardless of whether the puller hooked to the sled.

To gain last place points puller must hook to sled and make a measure able distance

All pulling vehicles are required to carry a working charged fire extinguisher of at least 2 1/2 pounds, located within the drivers reach.

No fuel lines, fuel gauges, fuel tanks, fuel pumps, radiators, water hoses or batteries Inside cab.

The engine must be shielded at .060 inch thickness. Height to extend to bottom of cylinder head and must cover entire length of engine. No unnecessary holes in the firewall. Any engine driven fan must be shrouded 360 degrees.

All hitches must have a minimum opening of 3 inches wide by 3 3/4 inches long. Hitches must be secured in all directions.

Automatic transmission must have full blanket or cover from back of engine block to most rear part of transmission. 2 blankets may be used if needed.

Standard transmissions must have sfi steel bell housing and sfi clutch. All numbers must be recorded and handed in to secretary before may 1st with your membership.

Each puller will be allowed 3 attempts to restart before the 100 ft line rather than 2 attempts to make there run. Here at Good Times we want to give everyone the best opportunity we can to get down the track.

Class order.

Class order will all be figured out at the start of the season computer generated.

Points: Awarded only to full vehicle membership

1. The first place vehicle receives a total of 15 points plus 5 show points as long as registered.. Each subsequent placing vehicle will then be awarded one less point plus the show points as long as registered. These points are to be calculated by the Secretary of Good Times Truck Pulling. 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.

Vehicles:

1. All vehicles are subject to an inspection at any time. Refusal of an inspection bars the vehicle from pulling until inspected.
2. All pulling vehicles must have working brakes and steering systems without any defects.
3. 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.
4. The diameter of the hole is a minimum of 3 wide x 3 3/4" 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 1 1/2 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), 3/4 inch secondary (front).
5. 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.
6. All weights must be securely fastened on brackets and NOT in the cab or on the platform (no chains).
7. The introduction of any secondary pressurized fuels and/or gases is not allowed to the engine.
8. No fuel in the cab.
9. 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.

SUPERSTOCK 4x4 TRUCKS - 6,000 lb

1. After market manifolds, carburetors and headers are allowed.
2. Must be naturally aspirated with single carburetor (Venturi type). No fuel injection. Alcohol is allowed
3. Headers allowed.
4. Weights and weight bars must be securely mounted. Front of weights or weight bars must be no more than 60 inches from the 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 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. Leaf spring rear suspension and solid rear axle allowed.
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 complete fiberglass bodies are allowed. Fiberglass panels e.g. doors, fenders, box panels or hoods are allowed.
15. No diesel engines are allowed.
16. 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
3. to the fuel being used.
4. 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).
5. 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.
6. Minimum of lap seat belts and approved helmets must be worn when pulling.
7. 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.
8. All trucks must have a neutral safety switch. Clutch pedal must be fully depressed to activate starter.
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)
- 17.

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 stops are not allowed.
11. Vehicles have the option of not having front windshield and/or rear glass installed in their vehicle for safety reasons.
12. Stained or smoked glass is not allowed.
13. Tinted windows that impair the Track Official's view of the driver's compartment are not allowed.
14. Vehicles in this class must have vertical bumpers at the rearmost point of the vehicle. Bottom of the bumper must be a minimum of 8 inches vertically. Must be rigid.
15. Hood line variance: original hood line should be kept and a 3 inch maximum clearance opening will be allowed for speed equipment. **Drawbars:**
1. No drawbar greater than the angle of the sled chain. Acceptable angle = 0 degrees to a maximum of 33 degrees.
2. 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.
2. 360 degree loop must be a minimum of 3/8 inch aluminum or 5/16 inch steel, 3/4 inch wide (or wider) and not more than 2 inches from the shaft in any direction.
3. End loops to be placed no farther than 6 inches from the universal joints with third loop in the centre of the shaft.
4. May use a solid tube (3/8 inch aluminum or 5/16 inch steel) to meet the above requirements.
5. If planetary reductions at wheels are used the following driveshaft shielding criteria will apply. No cast metal.
6. All remaining drivetrain, excluding additional manual transmissions, must be enclosed in 5/16 inch minimum steel or 3/8 inch aluminum, round inside diameter not to exceed 2 inches more than the outside diameter of the largest universal joint, fastened every 6 inches or closer with 3/8 inch or larger bolts, grade #5 or butt and seam welded and securely mounted to the vehicle's frame. Applies to all vehicles with exposed driveshaft. No more than 1/4 inch of end of driveline shall be visible with driveline shielding in place. If U joints are used in any driveshaft application the shielding must be 5/16 inch steel or 3/8 inch aluminum with 1/8 inch steel insert in aluminum. The shield must a minimum of 6 inches wide.
7. All FWD vehicles engine/automatic transmissions combinations must have either:

- Two front engine mounts, two rear engine mounts and a support saddle for rear of transmission with ½ inch maximum clearances OR
 - Two front engine mounts, support saddle at rear of engine with ½ inch clearance and a mount at rear of transmission.
8. This is to prevent engine or transmission from dropping if breakage occurs.
 9. Driveshafts between engine and transfer case must have solid shielding a minimum of 3/8 inch aluminum or 5/16 inch steel.
 10. Vehicle must have a 360 degree metal shield around the universal joints, 3/8 inch aluminum or 5/16 inch steel minimum width of 6 inches. If a split design is used mount as in Rule 2a above.
 11. Axle and hub bolt shield required except where planetary final drives are used.
 12. Shield must be at least 0.060 inch thick.
 13. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
 14. Mounting shield cannot be mounted to axle end or hub bolts.
 15. A hole may be installed in centre of front shield so lock can be operated as long as hub end or axle bolts are covered.
 16. No counter balancers permitted in driveline.
 17. Trucks must have front brakes that will control the vehicle.
 18. All drivelines must have 3/8" steel 360 degrees around brake components and both ends must be closed with 1/8" or greater steel

Engine: No Diesel Engines allowed. (Nathan O'Neil only in this class)

1. Vehicles are limited to a single automotive type engine. Automotive engine is any engine or its replica available in a passenger car or pickup truck. Maximum 10 cylinders. A replica engine block to be considered legal may be a maximum of 5" bore space on center. Acceptable engines to include Dodge V-10 and Ford V-10. 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. Automotive type block Alum or cast iron allowed.
3. All motors may use up to 871 superchargers but heads must accept stock valve covers (supercharged only) – 40% maximum overdrive allowed on blower.
4. Blowers or turbo limited to one pressure stage.
5. All superchargers must be mounted to the intake manifold by use of aluminum studs only. (No steel studs allowed.)
6. 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.
7. 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.
8. 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.
9. Acceptable fuels are gasoline, diesel and alcohol.
10. 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.
11. Vehicle may run without a radiator and engine may be moved forward but the entire engine must stay behind the grill. Entire engine to meet anything that is bolted to the engine block except for high performance type starters with crank shaft drive,
12. Rear of engine block may not be moved forward of centerline of front axle.
13. Automotive engines must run 2 valves per cylinder and 1 spark plug per cylinder.
14. Fuel injection (and carburetors) and headers may protrude through the hood.
15. 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.
16. 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.
17. Engines that use harmonic balancers must use SFI approved balancer.

18. Throttle return springs, 2 per carb or injector. **Frames:**

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

Hitch:

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

Safety:

1. Vehicle must have a complete firewall (no holes except for controls).
2. Vehicles that do not have working doors must carry an onboard halon fire system with a minimum of three (3) nozzles located within the driver's compartment/engine compartment. Truck with working doors must carry 2½ pound ABC or 1½ pound halon fire extinguisher convenient to driver.
3. Flip-top or funny car type vehicles must have body in lowered position before vehicle may be moved under its own power.
4. Flip-top type bodies must have a safety lock to hold up the body.
5. Body may be raised to start engine and may stay in raised position while engine is running as long as vehicle is not in motion.
6. At no time will vehicle be running without someone in the driver's seat.

Operators Compartment:

1. No fuel tanks, fuel pressure gauges, fuel pumps, batteries and/or fuel lines are allowed in the operator's compartment.
2. If the fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's seat. (0.060 inch aluminum or steel is acceptable fire barrier material.)
3. Vehicles must use wheels no more than 6 inches off the ground, within 6 inches of the forward most part of the vehicle.
4. Wheels must be a minimum of 6 inches in diameter by 2 inches wide.
5. Wheels must support the weight of the vehicle.
6. Wheels must be raised or removed for the purpose of ground clearance when vehicle is not on competition track.
7. Wheels must be at least 3 feet apart.
8. Weights must be safely secured to vehicle and must not extend forward more than 60 inches from the centerline of front axle.
9. Trucks must have a rear kill switch and backup light.
10. Trucks must have a neutral safety switch to prevent the vehicle from starting in gear.

Tires:

1. Maximum tire size to be 112 inches circumference when inflated to 30 psi with original bar. Not to exceed 18 inches in width before cutting. No dual wheels. Bar tires only. **Bellhousing and Transmission:**
 1. Bellhousing to be SFI 6.2 or 6.3 with a 3/16" steel block plate or SFI 6.1 bellhousing with SFI 4.1 or 4.2 blanket
 2. Clutch and flywheel must be SFI 1.1 or 1.2 approved.
 3. Automatic transmissions must have a SFI 4.1 or 4.2 scatter blanket covering the bellhousing and tranny body or combination transmission body shield SFI 4.1 and bellhousing blanket SFI or an approved transmission body SFI 4.1 and a bellhousing blanket SFI 4.1. Flex plate to be SFI 29.1
 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 offsite scales.
 2. Lap belts must be worn during the pull.

NOSTALGIC 2WD

1. Body style must be 2005 and older. 30 inch hitch height.
2. Engine rules. 526 CID Max. Cast Iron Block only. No Pro stock style head, example no billet head. Must accept stock valve cover. No big chief profiler Pontiac or Olds Brodix Big duke etc. No Nitrous. No blower. No Turbo. No Power adders of any kind.
3. Transmission. Automatic must have blanket that covers whole trans from engine block back of transmission 2 blankets may be used to achieve this rule. Standard Transmission must have steel bell housing. Must have SFI clutch.
4. Driveline. Must have driveshaft hoops over every joint and must be min 6 inch long. Must have at least one hoop in middle of driveshaft. We recommend entire driveshaft to be covered front to back if possible.
5. Must have neutral safety switch and reverse lights, must have safety disconnect at rear of truck. Must have wheelie bars, Must have working brakes. Must wear a helmet.

HOT STOCK 4x4 TRUCKS

General Rules:

Only Diesel allowed in class are grandfathered in including Russell Simpson, Conner Livingston & Neil Alsop. We are not accepting any new diesels in this class

1. a.) Gas engines must be naturally aspirated. Maximum Engine Displacement will be 526 Cubic Inches. Fuel to be Gasoline Only, No Alcohol Injection. Maximum of 8 Cylinders. Engines will be limited to:

- OEM Cast Iron Engine Blocks
- OEM Cast Iron Intakes, with Single Carburetor
- OEM Cast Iron Exhaust Manifolds - OEM Cast Iron Cylinder Heads

b.) Gas engines available with OEM Fuel Injection will be permitted. Engines must be Naturally Aspirated. Maximum Engine Displacement will be 526 Cubic Inches. Fuel to be Gasoline Only, Injected in OEM Location. No Alcohol Injection. Aftermarket ECU Permitted. Maximum of 8 Cylinders. Engines will be limited to:

- OEM Cast Iron Engine Blocks
- OEM Truck Cylinder Heads (Aluminum or Iron, No Car Cylinder Heads Permitted)
- OEM Truck Intake Manifold (Any Material, No Car Intake Manifolds Permitted)
- OEM Cast Iron Exhaust Manifolds

c.) Diesel engines will be permitted in Hot Stock. All diesel trucks must use S362 or Smaller, and have a 58mm Sleeve. Single Turbocharger Only. No Clipped Wheels or Step Down Covers Permitted. No MWE (Map Width Enhancement) Grooves Permitted. All air to pass through inducer bore/sleeve. Air-To-Air Intercoolers only, No Water-To-Air Intercoolers Permitted. No Water Injection Permitted. Diesel Fuel Only, No Alternative Fuels or Power Adders. Engines will be limited to:

- OEM Cast Iron Engine Blocks (Stock Bore & Stroke, Maximum Overbore .060") - OEM Cylinder Head
- OEM Factory Mechanical Injection & Pump (Must have OEM Mechanical Injection)
- OEM Intake & Exhaust Manifolds (Cummins 3-Piece ATS Exhaust Manifold Permitted)

2. All trucks must have mufflers attached and functioning. Diesel trucks must have Two 3/8" Cross Bolts installed in exhaust downpipe as close to Turbocharger Exhaust Housing as possible. All Diesel Exhaust must exit vertically.

3. a.) Hitch point is to be the rearmost part of the truck, to be rigid in all directions. Maximum Hitch Height is 24", to be measured from the top of the hitching device to the ground. No part of hitching device to extend past the center of the rear axle. Acceptable Hitch Angle will be between 0 Degrees to a maximum of 28 Degrees. Hitch length to be a minimum of 34% of the wheelbase.

b.) A 23" hitch height rule will be enforced for diesel powered trucks on a trial basis for the 2020 season.

4. Hot Stock 4x4 trucks will weigh no more than 5,600lbs. Added weight may not be mounted forward of the stock positioned bumper and/or grill. No Weight Bars or Snowplow Harnesses allowed. Weight must be secure.

No weights to be located in cab of truck.

5. Stock truck suspension must move. All front axle weight will be sprung and must compress and unload freely by hand. No ladder bar, torque arm or coil truck arm rear suspension allowed. Leaf Spring rear suspension only, with no Air Shocks, Blocks, or Chains used to make suspension rigid. No suspension stop blocks front or rear.

6. Tire must be stamped DOT Approved. Tire size not to exceed 31x10.5R15, 265/75R16 or 265/70R17.

Maximum wheel diameter of 17". No cutting, shaving or sharpening of tread. No studded tires. No dual wheels permitted.

7. Boxes will be stock for make/model of truck, and be stock in appearance. Box must include tailgate and/or barn doors. Box must have complete floor and/or tonneau cover to completely cover bed. No complete fiberglass bodies or boxes, No fiberglass box sides unless OEM Equipped.

8. No truck may hook in two different divisions at the same event.

9. All trucks must have working brakes on all 4 wheels.

11. No engine driven fans will be permitted. Electric Fans allowed.

12. Truck frames – 3/4 ton or less may be outside plated from rear of front shackle to front of rear shackle. Plated frames must have a void of 16 inches in the approximate center to be unplated, unboxed, factory stock. One ton frames to remain unplated and unboxed.

13. Hood scoops or air cleaner assembly must not be higher than 5 inches above the stock hood line in closed position. Hood must open completely without any obstruction.

Safety Equipment:

1. Vehicles must have an SFI Approved balancer or must be covered with 1/4" Steel Shield 1" wide, 360 degrees around a harmonic balancer and no more than 1" away from balancer. Water pump may be used. Harmonic balancer must be bolted on.

2. All automotive type engines with bellhousings and clutch will run a full block plate, either a unit commercially available, or minimum 3/16" steel or minimum 1/4 inch aluminum with six 3/8" Grade #5 bolts evenly spaced on the bottom of the bellhousing and a blanket for automatics from front to back or short blanket on bellhousing with 3/16" steel shield over body of transmission. SFI composite transmission cover allowed. Standard transmission must have a steel bellhousing, complete with commercially available or 3/16" block plate.

3. All drive shaft 'U' joints must be shielded as to contain the joint and shaft in the event of a failure due to breakage. Must have rear drive shaft center hoop or chain. Minimum thickness steel 1/4" or aluminum 3/8".

4. Drivers must wear a minimum of lap seat belt. Helmet mandatory.

5. Engine shields minimum 16 gauge steel or 1/4 inch aluminum to cover the entire block that the frame doesn't cover. (Diesel powered trucks may use 1/4 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 and in the cab 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.

SINGLE ENGINE MODIFIED

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

23. Modified Tractors must have an automotive type white light on the dashboard and one within 6 inches of the kill switch to indicate when the vehicle is in the reverse position.
24. All tractors must have a 2½ lb. fire extinguisher compatible to the fuel being used and be convenient to the driver.
25. All drivers must wear a complete SFI approved fire suit (minimum requirements - single layer fire suit, balaclava, fire boots or leather work boots). No leather running shoes allowed. Seat belts are mandatory and must be worn.
26. Standard transmission must use SFI approved steel bell housing, complete with 3/16-inch block plate and 90 thou thick liner recommended. Clutch and flywheel must be SFI approved. Owner must sign a guarantee of compliance and verification form
27. All automatic transmission tractors must have a reverse lockout. Automatics must use SFI approved shield or blanket from back of block to rear of planetaries 360 degrees.
28. All modified tractors must have a roll cage. The tube diameter must be a minimum of 1 5/8 inch and a minimum wall thickness of .083-inch chrome moly or .118-inch mild steel. Cage must be constructed to be able to support the weight of the tractor.

Rules For 8000lbs-8500lbs Light Pro Farm Classes Rules

Cubic Inch

350ci-380ci

400ci-420ci

Rpm Limits

3500 RPM

3100 RPM

1. 2.8IN TURBO LIMIT (71MM) COMPRESSOR SIDE ONLY.
2. INTERCOOLER OR WATER INJECTION ALOUD (ONLY SPRAY WATER NO ADDITIVES)
3. NO LIMIT ON INJECTION PUMPS (DIESEL ONLY NO ADDITIVES)
4. ALL TIRE SIZE
5. NO COMPONENT CHASSIS
6. SFI CLUTCH **IS A MUST**
7. SEAT BELT **IS A MUST**
8. 3/8 BOLT X 1IN APART BERORE ELBOW
9. WHEELIE BARS **IS A MUST**
10. AIR SHUTOFF **IS A MUST**
11. SPRING LOADED HAND THROTTLE THAT AUTOMATICLLY RETURN TO IDLE
12. ALL TRACTORS MUST HAVE WORKING BRAKES
13. 100' FALSE START ALLOWANCE
14. ALL WEIGHTS MUST BE SECURE-NO LOOSE WEIGHTS
15. PULL IS ALSO AUTOMATICALLY DISQUALIFIED WHEN BOUNDARIES ARE EXCEEDED
16. RPM CONNECTION TO SLED **IS A MUST** (STICKER WITH MAX RPM ABOVE PLUG)
17. HITCH HIEGHT 20 INCHES
18. HELMETS **ARE A MUST**

Class Tech

- All tractors must get checked for cubes and rules. SFI Number will need to be provided.
- Please Call one of these Class Technicians to have your tractor checked by the first 2023 pull.
- If you need Fair Valley Performance RPM to sled plug please call Aart (519)-533-2661 (have in stock, \$200.00 CAD a piece)
- Jared Van Eyl (519)-521-0521
- James Martin (519)-532-2699

Class Representative

- If you have any questions or concerns on this class, please Call or text the Representative.
- Aart Van Dorland (519-533-2661)

Pit Rules

- No tractors may be left running when Driver is not on seat.
- No double riders on tractor when driving through the pits.
- All Members or Participants **MUST** get signed in upon arrival. Please try hard to be there before the pull starts. If you are late, please text your name and tractor info to the class representative.

TRACK RULES

- Tractors must wait for sled to be fully back in at start before entering track
- Both flags must be green before starting
- If flag man waves red flag, puller must stop immediately
- 100 ft restart allowance
- If you need to stop raise hand so sled operator knows your stopping.
- If tractor touches white lines immediate disqualify
- 1st pulled is allowed to turn down the pull and hook again
- Puller must exit tractor as soon as unhooked
- Helmets must be on before entering track

Rules For 10500lbs-11000lbs Pro Farm Classes Rules

Cubic Inch Rpm Limits

350ci-370ci	<u>3900 Rpm</u>
400ci-420ci	<u>3500 Rpm</u>

430ci-440ci	<u>3250 Rpm</u>
450ci-480ci	<u>3000 Rpm</u>
500ci-540ci	<u>2800 Rpm</u>

1. 3IN TURBO LIMIT (76MM) COMPRESSOR SIDE ONLY.
2. INTERCOOLER AND WATER INJECTION ALOUD (ONLY SPRAY WATER NO ADDITIVES)
3. NO LIMIT ON INJECTION PUMPS (DIESEL OR RACE DIESEL) (NOS NOT ALLOWED)
4. ALL TIRE SIZE ALLOWED
5. NO COMPONENT CHASSIS
6. SFI CLUTCH **IS A MUST**
7. SIDE SHIELD ON ALL TRACTORS 3000 RPM + **IS A MUST**
8. ROLL BAR, OR CAGE, OR CAB AND SEAT BELT **IS A MUST** (IF CAGE FIRE SUIT IS A MUST)
9. 3/8 BOLT X 1IN APART BEFORE ELBOW
10. WHEELIE BARS **IS A MUST**
11. AIR SHUTOFF TO BACK OF TRACTOR **IS A MUST**
12. SPRING LOADED HAND THROTTLE THAT AUTOMATICALLY RETURN TO IDLE
13. ALL TRACTORS MUST HAVE WORKING BRAKES
14. 100' FALSE START ALLOWANCE
15. ALL WEIGHTS MUST BE SECURE-NO LOOSE WEIGHTS
16. PULL IS ALSO AUTOMATICALLY DISQUALIFIED WHEN BOUNDARIES ARE EXCEEDED
17. RPM CONNECTION TO SLED **IS A MUST** (STICKER WITH MAX RPM ABOVE PLUG)
18. HITCH HEIGHT 20 INCHES
19. HELMETS **ARE A MUST**

Class Tech

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- Both flags must be green before starting
- If flag man waves red flag, puller must stop immediately
- 100 ft restart allowance
- If you need to stop raise hand so sled operator knows your stopping.
- If tractor touches white lines immediate disqualify
- 1st pulled is allowed to turn down the pull and hook again
- Puller must exit tractor as soon as unhooked
- Helmets must be on before entering track

Rules For 12000lbs-12500lbs Super Sport Classes Rules

Cubic Inch	Rpm Limits
450ci-480ci	4000 Rpm
500ci-520ci	3600 Rpm
540ci-550ci	3500 Rpm
580ci-600ci	3200 Rpm
600ci-640ci	3000 Rpm

1. NO TURBO LIMITS
2. INTERCOOLER AND WATER INJECTION ALOUD (CAN ONLY SPRAY WATER, NO ADDITIVES)
3. NO LIMIT ON INJECTION PUMP (DIESEL/ OR RACE DIESEL) (NO NOS ALLOWED)
4. ANY TIRE SIZE ALLOWED
5. SFI CLUTCH **IS A MUST**
6. ROLL BAR.OR CAGE.OR CAB AND SEAT BELT **IS A MUST** (IF CAGE, FIRE SUIT IS A MUST)
7. SIDE SHIELDS ON TRACTORS 3000 RPM + **IS A MUST**
8. WHEELIE BARS **IS A MUST**
9. AIR SHUTOFF BACK OF TRACTOR **IS A MUST**
10. SPRING LOADED HAND THROTTLE THAT AUTOMATICLLY RETURN TO IDLE

11. ALL TRACTORS MUST HAVE WORKING BRAKES
12. 100' FALSE START ALLOWANCE
13. ALL WEIGHTS MUST BE SECURE-NO LOOSE WEIGHTS
14. PULL IS ALSO AUTOMATICALLY DISQUALIFIED WHEN BOUNDARIES ARE EXCEEDED
15. RPM CONNECTION TO SLED **IS A MUST** (STICKER WITH MAX RPM ABOVE THE PLUG)
16. HITCH HEIGHT 20 INCHES
17. COMPONENT CHASSIS ALLOWED
18. 3/8 BOLT X 1IN APART BEFORE ELBOW
19. HELMETS **ARE A MUST**
20. ENGINE CABLE, MIN 3/8 CABLE ,MIN 2 CLAMPS, INBETWEEN 2/3 CYLINDER

Class Tech

- All tractors must get checked for cubes and rules. SFI Number will need to be provided.
- Please Call one of these Class Technicians to have your tractor checked by the first 2023 pull.
- If you need Fair Valley Performance RPM to sled plug please call Aart (519)-533-2661 (have in stock, \$200.00 CAD a piece)
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- Both flags must be green before starting
- If flag man waves red flag, puller must stop immediately
- 100 ft restart allowance
- If you need to stop raise hand so sled operator knows your stopping.

- If tractor touches white lines immediate disqualify
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- Puller must exit tractor as soon as unhooked
- Helmets must be on before entering track

Hot and Heavy 9000lb Open Diesel

1. 9000lb **MAX** weight
2. **NO Turbo limit**
3. Vehicle must be **ROAD SAFE**
4. Drive Shaft hoops **IS A MUST**
5. Traction bars **IS A MUST** – 2 hoops/axle
6. All weights must be fastened and secure
7. Hitch height is 22" **MUST PROVIDE OWN HITCH**

2.6 Super Street Diesel 4X4

1. This class is intended for street driven 3/4 or 1-ton diesel pickup trucks. All vehicles must be licensed and insured for the road. All safety equipment required to pass a safety inspection must be present and operational. Drivers must have a valid driver's license.
2. 8,500 lb. maximum weight.
3. Ballast weight: All added weight must be mounted securely in the bed of the truck. No front mounted weight bars or hanging weights. No weight in the cab of the truck.
4. Batteries must be securely mounted under the hood.
5. Body: The body used must have been available from the factory as a production 3/4 or 1-ton diesel pickup. Body must retain all factory sheet metal including the full bed floor, firewall, and floor pan. After market steel hoods will be allowed. No fiberglass hoods. OEM front bumper is mandatory. Rear bumper and tailgate may be removed. No cab and chassis type trucks or flat beds allowed.
6. Interior: The full factory interior must be retained. This includes front and rear seats, console, carpet, headliner, dashboard, and factory glass. The factory seat belts must be in place and are to be worn at all times while hooked to the sled. **A working fire extinguisher must be within reaching distance of the driver.**
7. Brakes: 4 wheel hydraulic brakes are mandatory and must be in good working order.
8. Chassis: A factory made frame available in a production 3/4 or 1-ton 4x4 diesel truck must be used. Chassis must match the body for the make and model intended during production. The factory wheelbase for the chassis and body used must be retained. The full factory frame must be retained.
9. Driveline: Transmission, transfer case, and front and rear axle housings must have been available in a factory production 3/4 or 1-ton truck. Swapping from manufacturer to manufacturer is allowed.
10. Suspension: A factory style front suspension must be retained. Ford trucks may convert to aftermarket 4-link style suspension. A full factory style rear suspension must be used. No solid welded suspension. Traction bars may be added. Welding is allowed for traction bar mounting points only. Suspension may be blocked solid with removable suspension stops. At least one working shock absorber is required at each wheel. Air bags will be allowed. No on board air compressors or air tanks.
11. Steering: The full factory steering system must be used. No hydraulic assist or full hydraulic steering. Additional steering stabilizers may be used.
12. Tires: Tires must be DOT approved. No cut or bar type tires. Dual rear wheels are allowed only in conjunction with a factory dually bed.
13. Hitches: Maximum hitch height of **26 inches**. A factory made receiver type hitch must be used. Hitch must be mounted only to the truck frame and must be rigid in all directions. No drawbar type pulling hitches. Reinforcements may be made from the hitch to the truck frame. No attachments to the frame forward of rear axle centerline. A minimum size hook opening of 3"x3.75" must be provided as per general rules. Hook point may be no closer than 44" to rear axle centerline.

14. Engine: Any diesel compression ignition engine available in a North American made 3/4 or 1-ton truck may be used. No aftermarket heads or blocks. Maximum displacement of 460 cubic inches. Engine swaps from make to make, model to model, or year to year will be allowed. Front of engine block may not be mounted more than 17 inches forward of front axle centerline. Coolant must circulate freely in engine block and cylinder head. No hard filled blocks or heads allowed. Must be equipped with a radiator in the stock location.
15. Fuel injection system: Fuel injection pump is limited to a stock appearing OEM engine make specific pump only. No agricultural type governors. Dual high-pressure common rail pumps. Must use OEM throttle-pedal assembly permitted.
16. Fuel delivery system: The factory-installed fuel tank must be used. No aftermarket fuel cells. Diesel fuel only.
17. Intercoolers: OEM equipment or aftermarket replacement air-to-air intercoolers only. Must be mounted in stock location. Water to air intercoolers are prohibited unless factory equipped.
18. Turbocharger: The turbocharger compressor inducer size limit for the class is 2.6" (66mm). Single turbo only unless factory equipped.
19. The following turbocharger configurations will be allowed:
20. OEM factory production appearing turbocharger for the make and model year of engine used with a maximum inducer size of 2.6"/66mm. To be considered an OEM appearing turbo the factory compressor housing must be retained with an unmodified map enhancement groove as well as the factory centre section and turbine housing.
21. Borg Wamer S300 series turbochargers will be allowed with a maximum inducer size of 2.6"/66mm. Turbo must use an unmodified compressor housing retaining the factory type map groove as supplied from Borg Wamer. S300 style turbine housing must be used with a maximum of a T4 flange size. Reproduction type turbochargers using an S300 frame size will be allowed at the discretion of the tech committee.
22. Garrett GT40 series turbochargers will be allowed with a maximum inducer size of 2.6"/66mm. Turbo must use an unmodified compressor housing retaining the factory type map groove as supplied from Garrett. GT40 turbine housing must be used with a maximum of a T4 flange size.
23. Ford Powerstroke 6.4 litre engines may utilize the factory compound turbo configuration. Turbo must not be modified in any way. Atmospheric turbo must retain the factory inducer bore of 2.59".
24. Any other turbocharger may be used with a maximum inducer size of 2.6"/66mm. Any turbo other than those listed above must use a smooth bore configuration. This means no map enhancement groove is allowed. Compressor wheel must protrude a minimum of 1/8" into the 2.6" bore. No provisions for air to enter the compressor wheel other than through the 2.6" bore will be allowed.
25. Turbochargers will be inspected using a 2.650" diameter plug. Plug must not be able to contact face of compressor wheel. Competitors may be asked to make their turbochargers accessible for inspection at any time before or after a pull.
26. Injectables: No Injectables of any kind will be allowed; Nitrous, water, propane, etc. are prohibited. All system components must be removed from the vehicle.
27. Exhaust: All vehicles must be equipped to direct exhaust upwards rearward of the cab, using either a stack through the bed floor or a 90 degree turn up installed securely on the tailpipe. Two 3/8" diameter cross bolts must be installed in the downpipe at 90 degrees to each other and within one inch of each other as close to the turbine housing as possible. No more than 12 inches from turbine housing to cross bolts.
28. Air shut off: A guillotine style air shut off must be installed in the intake tract prior to the turbocharger inlet. Air shut off will be activated by a cable extending to the rear of the vehicle and will terminate with a 2-inch diameter ring as per general rules. A second cable shall be routed into the driver's compartment within easy reach of the driver while seated.
29. Driveshaft loops: All trucks must have at least one driveshaft shield around each universal joint in the truck. This shield shall completely cover the joint being protected. The shield may be steel or aluminum and must be at least 1/4" thick. The rear driveshaft shall have a minimum of one restraining hoop located approximately mid length of the driveshaft. This hoop shall be steel or aluminum and must be at least 1/4" thick and securely mounted.
30. Flywheel/Flex plate: Standard transmission trucks must use an SFI approved steel flywheel and clutch assembly. Clutch waiver forms must be filled out and remain with vehicle at all times. Forms can be downloaded from the OTTPA website. Automatic transmission trucks must use either an SFI approved flex plate or an SFI approved bell-housing blanket.
31. Top five trucks will be teched at every event.

3.0 PRO STREET DIESEL 4X4

1. Maximum Weight 8200 LBS
2. All trucks are subject to teching at any time, any truck in default of the rules will not be allowed to pull. No Exceptions. Prior to the first pull of the season EVERY truck must be checked for rule compliance prior to pulling.
3. No demo or grace hooks are allowed unless under class invite. No Exceptions.
4. The OEM Chassis is mandatory. The vehicle must retain the full OEM chassis that matches the length of the OEM body. Wheel tubs, back-half conversions, tube chassis are prohibited. Vehicle wheelbase must not exceed an OEM Production 3/4 or 1 ton truck, **if wheelbase is lengthened from OEM cannot exceed 158", body must be lengthened to match.** No Cab and Chassis trucks permitted. Rigid suspension allowed. No airbags. Hydraulic steering is allowed.
5. The body must be an OEM truck body, including the complete OEM floor pan and must retain complete OEM firewall in factory location. Complete bed floor, hitch is allowed to protrude thru the bed floor w/ minimum amount of floor removed. No flatbeds permitted. The body must retain the full sheet metal, aftermarket steel hood are permitted. The hood must be closed and securely latched while hooked to the sled. Headlights, taillights, marker lights and front bumper must be present.
6. Maximum engine size will be 460 cubic inch. Engine must have SFI harmonic balancer. No engine driven fans allowed. Engines must come from factory in one ton or smaller diesel pickup truck. Engine must remain in engine compartment as intended by manufacturer. Engines may be interchanged between manufacturers. a. No aftermarket blocks permitted b. Head must be OEM for that brand engine. No billet heads of any material.
7. Front of engine block can be no farther forward than 17" of center line of front axle.
8. No batteries to be mounted in cab of truck.
9. Minimum of one functioning reverse light.
10. All engines will have a deflection shield, running the complete length of the block casting, height to be to bottom of head. Shield must be securely fastened and must be .060" thick (This equates to a steel inner fender)
11. Hook point must be no closer than 44" of center line of rear axle, hitch height maximum of 24", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted. Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted to center line of rear axle or behind. Hitch must not exceed a maximum of 25 degrees angle from pivot point to hook point. No hitch supports or adjusters fastened to the rear axle housing shall be above the centreline of the rear axle. Pivot pin of drawbar can be no farther forward than center line of the rear axle.
12. The turbocharger is smooth faced intake housing, limited to a maximum of 3.0" inlet (no map ring) with all air entering through the 3.0" opening. Intake wheel must protrude 1/8th inch inside of opening.
13. Exhaust must exit straight up, with (2) 3/8" bolts mounted in a cross pattern no more than 1" apart as close to the turbine wheel as possible, no more than 6" away from turbine wheel.
14. Intercoolers allowed. Dumping or draining intercoolers without a catch pan within 100 feet of competition track is prohibited.
15. Water injection is prohibited. All components must be removed from the truck.
16. Air shut off must have a cable that goes to the rear of the truck operated by the sled operator and also one to the cab of the truck. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter metallic ring to attach the sled.
17. Fuel Systems: Maximum of one P7100 pump, limited to one plunger per cylinder. The use of multiple high pressure common rail fuel pumps or HPOPs is allowed. Electronic fuel injection is permitted. A 3-way dump valve mounted before the injection pump is mandatory which can be operated by the driver while strapped in the seat, required for mechanically injected trucks only.
18. No fuel lines or tanks permitted inside of truck cab unless securely mounted in marine box.
19. Fuel limited to diesel fuel. No alcohol, nitrous, propane or any oxygen enhancing agents allowed.
20. Must run DOT approved tire. Maximum measured tire height 35", **tire to be marked 35/12.5 or metric equivalent** no studded tires or chains. No alteration to DOT tires allowed. Dual rear wheels are permitted on rear axle only. Maximum of 6 tires.
21. Front weights must be no more than 60" from the center line of the front axle to forward most point and be securely fastened. No weights are allowed in cab of the truck. If weights are located in the bed of the truck they are to be securely fastened to the bed of the truck.

22. Drive train will consist of the following; OEM front axle, OEM transfer case, OEM automatic or standard transmission available in 3/4 or 1 ton trucks, and OEM rear axle. No planetaries permitted.
23. All trucks must have working front and or rear brakes.
24. Automatic or manual transmissions must have functioning clutch safety switch or neutral safety switch.
25. No cast iron clutches or flywheels permitted, must be SFI approved. SFI bell housing blankets and or SFI blow proof bellhousing required. Automatic transmissions must have a full length blanket or shield, must meet SFI 4.1.
26. All trucks must have at least one u-joint shield around each driveshaft u-joint on the truck. This shield shall completely cover the joint being protected. The shield may be steel or aluminum and must be at least 1/4" thick. The rear driveshaft shall have one restraining hoop located approx. mid length of the driveshaft. This hoop shall be steel or aluminum and must be at least 1/4" thick and securely mounted.
27. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8" aluminum or 5/16" steel, 1/4" of shaft may be visible.
28. Fire extinguisher (2.5#) or fire suppression system, helmets- Snell 90 or better, seatbelts and SFI fire suits required.
29. Class rules subject to change upon class vote.

SUPER MODIFIED 2 WHEEL DRIVE TRUCKS AII

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.

Vehicle appearance:

1. Fiberglass hood scoops, spoilers, fender flares are allowed.
2. Allowed to use stock appearing pickup truck and vehicle fiberglass bodies and body parts.
3. Driver must be in original driver compartment
4. Side doors must be mounted and closed if vehicle was manufactured with doors.
5. Vehicle doors must have a single latch design allowing the door to be opened from both inside and outside.
6. Flip-top body type vehicles and vehicles that do not have two (2) working doors must have a door glass lowered or removed while under green flag.
7. Vehicles with less than stock size window openings must have an escape hatch with a minimum size of 17 inches x 18 inches or large enough for driver to exit. Escape hatch

8. Vehicles in this division must have vertical bumpers at the rearmost point of the vehicle. Bottom of bumper to be a minimum of 24 inches from the ground. Bumper to extend minimum of 8 inches vertically. Must be rigid.
9. Hood line variance - original hood line should be kept and 3 inch maximum clearance opening will be allowed for speed equipment.
10. Windshields are optional **Driveline/Clutch:**
 1. Torque converters, automatic shifts, etc. are permitted.
 2. No electronic, pneumatic or hydraulic device that affects the clutch system is allowed. All staged or variable released clutches of any description are prohibited. (This does not affect slave cylinder for clutch pedal.)
- Driveline Shielding:**
 1. Without planetary rear end:
 2. If planetary rear end is not used transmission to final drive,
 3. Vehicle must have three (3) round metal loops shielding on each drive shaft (two-piece drive shaft must have six metal loops).
 4. 360 degree loop must be a minimum of 3/8 inch aluminum or 5/16 inch steel, 3/4 inch wide (or wider) and not more than 2 inches from the shaft in any direction.
 5. End loops to be placed no farther than 6 inches from universal joints with third loop in centre of shaft.
 6. May use a solid tube (3/8 inch aluminum or 5/16 inch steel) to meet the above requirements.
 7. Driveshafts between engine and transmission must have solid shielding a minimum of 3/8 inch aluminum or 5/16 inch steel.
 8. Vehicle must have 360 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 .
 9. Axle and hub bolt shield required except where planetary final drives are used.
 10. Shield must be at least 0.060 inch thick.
 11. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
 12. Mounting shield may not be mounted to axle end or hub bolts.
 13. A hole may be installed in centre of front shield so lock can be operated so long as hub end or axle bolts are covered.
 14. No counter balancers permitted in driveline with planetary rear end.
 15. All remaining drivetrain excluding additional manual transmissions must be enclosed in 5/16 inch minimum steel or 3/8 inch aluminum, round inside diameter not to exceed 2 inches more than the outside diameter of the largest universal joint, fastened every 6 inches or closer with 3/8 inch or larger bolts (Grade #5) or butt and seam welded and securely mounted to vehicle's frame. Applies to all vehicles with exposed driveshaft. No more than 1/4 inch of end of driveline shall be visible with driveline shielding in place. If U-joints are used in any driveshaft application the shielding must be 5/16 inch steel or 3/8 inch aluminum with 1/8 inch steel insert in aluminum. The insert must be a minimum of 6 inches wide. All FWD vehicles engine/automatic transmission combinations must have either:
 16. Two front engine mounts, two rear engine mounts and support saddle for rear transmission with 1/2 inch maximum clearance OR
 17. Two front engine mounts, support saddle at rear of engine with 1/2 inch clearance and a mount at rear of transmission.
 18. This is to prevent engine or transmission from dropping if breakage occurs.
 19. TWD vehicles with driveshaft of 60 inches or longer must have a minimum 2 inch nylon strap in the middle of that span to secure the driveshaft shield to the frame.
 20. **Driveshaft tethers are required.**
- Engine/Engine Limitations:**
 1. Vehicles are limited to a single automotive-type engine. Automobile engine is any engine or its replica available in a passenger car. Maximum eight (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted. At all levels of TWD competition a limit of 575 cubic inches and two valves per cylinder.
 2. Engine must be in stock location which is defined as being within engine compartment as manufactured behind stock grill and in front of stock firewall.
 3. Vehicle may run without radiator and engine may be moved forward but engine must stay behind the grill. Entire engine to mean anything that is bolted to the engine block.
 4. Except for high performance type starters with crankshaft drive, rear of engine block may not be moved forward of centre line of front axle.

5. Allow only single staged turbochargers, 1 per bank in this division and must therefore follow the safety rules that apply to all turbocharged engines.
6. Turbochargers that are not under the hood must be completely shrouded except for inlet and exhaust pipes with steel or aluminum of at least 0.060 inch thickness.
7. Turbochargers under fiberglass hoods must be completely shrouded except for inlet and exhaust pipes under the area of the fiberglass with steel or aluminum of at least 0.060 inch thickness.
8. Intercoolers located outside of normal engine shielding must be shielded the same as turbochargers not under the hood. Must be shielded with steel at least.
9. Supercharger limit: maximum size 14-71, 19 inch rotor case length, 11.25 inch rotor case width. Helix restricted to a maximum rotor spiral of 6.5 degrees per inch of rotor length. Variable multi-speed supercharger devices prohibited.
10. All superchargers must be mounted to the intake manifold by use of aluminum studs only. (No steel studs allowed.)
11. Supercharger restraint system is mandatory and shall consist of four separate straps, one on each corner of the supercharger with each strap securely fastened to the engine by means of its own attachment bracket. The top attachment bracket to be sandwiched between the lower surface of the injector body and the upper surface of the supercharger case. The bottom attachment bracket for each strap shall be connected to the engine by a minimum of one 5/16 inch bolt or stud (SAE Grade 5 or better.)
12. Supercharger drive components must be shrouded on the top and sides with 0.060 inch metal.
13. The shield must be wider than the drive belt or chain and be securely mounted.
 1. Blower belt shield must be wider than all components, idler, belt, pulleys, etc. and extend to bottom of bottom pulley or below.
14. Carbureted or injected Allison, Packard, Industrial or Marine engines using centrifugal supercharger must be shielded.
15. Shield to start at the centre line of supercharger housing and extend 5 inches rearward, notching allowed only to fit around accessory components.
16. Shield must extend 8 inches forward of centre line of blower housing and notched only for accessory components such as air boxes.
17. On front edge of the shield there must be a rolled lip extending inward 1 inch.
18. Shield must be 3/8 inch steel bolted every 2 inches or closer with 3/8 bolts (Grade 5 or better) or larger.
19. Shield must start at bottom of blower housing, up side, over top and down other side to bottom of blower housing. Holes or notches allowed only for accessory components. Shield must maintain its integrity. 20. Shielding must be the same on each side of the supercharger. (SFI Spec 4.1)
21. No cutting or grinding on Allison supercharger wheels.
22. Allison blowers must have a steel shield as in rule above or a SFI Spec 4.1
23. On pulling vehicles the tubing on the pressure side of the turbocharger or supercharger to the intake must be under the hood or side shields or bolted or strapped securely.
24. All supercharged engines with blower drive facing driver must use SFI Spec 14.1 blower restraints.
25. Screw-type superchargers are not permitted for competition vehicles.
26. Competitors must disable one ignition system by means other than a switch i.e. removal of spark plug wires on either end or by removal of distributor for that system.
27. Automotive engines are only allowed to run a maximum of two (2) valves per cylinder head and one spark plug per cylinder.
28. Fuel injection (and carburetors) and headers may protrude through the hood. Bubble or scoop is optional but if used the scoop or bubble must cover the carburetor(s) or fuel injection if induction system protrudes through the hood.
29. Vehicle must have vertical exiting exhaust. Height of pipe must be a minimum of one foot above the bend. Vertical is defined as "being in plumb" with a 10-degree variance in any direction permitted.

Frames:

1. Tubular steel frame is allowed. **Hitch:**
 1. Vehicle must have floor or bed cover.
 2. Vehicle may compete without a tailgate or rear door(s) for greater hook point visibility.
 3. No portion of the vehicle may interfere with sled, chain or hook during pull or while being hooked or unhooked.
 4. An area 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.
6. It may extend no more than 6 inches ahead of farthest most front portion of the vehicle.
7. It will not be counted when measuring the length of vehicle.
8. It must have a 3-inch diameter hole, positioned horizontally.
9. It must be strong enough to push or pull the vehicle at its heaviest weight.
10. It is to be used only for pushing or pulling the vehicle.
11. **Vehicles must be equipped with an approved draw bar seal Safety:**
 1. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½ inch diameter larger than control.
 2. Vehicles that do not have working doors must carry an onboard halon fire system with a minimum of 3 nozzles located within the driver's compartment/engine compartment.
 3. Flip-top bodies and funny car type vehicles must have body in lowered position before vehicle may be moved under its own power.
 4. Flip-top type bodies must have a safety lock to hold up the body.
 5. Body may be raised to start engine and may stay in raised position while engine is running as long as vehicle is not in motion.

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.

MULTI-ENGINE MODIFIED TRACTORS

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

General Rules

1. Weight not to exceed 7500 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.
 6. Owner must sign a guarantee of compliance and verification form.
 7. All Lenco-type planetary transmissions, excluding reverser, must be covered with an SFI 4.1 approved blanket.
 8. Clutch automatics: clutch must be SFI 1.1 or SFI 1.2
 9. approved. Automatic to be covered with SFI spec 4.1
 10. blanket from back face of bellhousing to the tail shaft.
 11. Bellhousing must be originally purchased and initially installed as SFI 6.2 or 6.3 bellhousing with SFI sticker in place.
 12. 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.
 13. 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.
 14. Bellhousing cover: There must be (12) 5/16-inch grade #5, or better cap screws securing the cover to the bellhousing.
 15. The cover must have a plate or fillet that fits flush inside of the housing.
 16. The cover and fillet must be steel.
 17. The fillet must be welded to the cover and all bolts must be flush to the inside.
 18. 6 bolts, 3/8-inch minimum diameter used to secure the transmission to the bellhousing.
 19. All bellhousings must be flush on the inside surface.
 20. 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.
6. Wrap billet aluminum gear box radially 360 degrees with webbed, tow strap type material to minimum of 1 inch thickness.
7. Wrap billet aluminum gear box radially 360 degrees with steel strap to achieve minimum 1 inch thickness. Strap to be a minimum ¼ inch steel.
8. Add a minimum ¼ inch steel strap radially 360 degrees and fasten within 1/8 inch of gear box to achieve minimum ½ total thickness of steel gear box. **Tires**
1. Tires 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.