

NWMTPA

Northwest Missouri Tractor Pullers Association

2010

Rules & Regulations

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The rules in this book in its entirety apply to all pulling vehicles in all classes unless a different rule is specifically stated in the rules for that particular class.

SANCTIONING RULES & REQUIREMENTS

1. The promoter has the option to choose any number and combination of classes (listed below) that are sanctioned by the NWMTPA.
2. The promoter has the option of amending their contract to add or delete classes up to 15 days before the date of their event. Any class additions/deletions must be submitted to the Secretary in writing no later than 15 days before the date of the event. The promoter's class selection is locked beginning 14 days before the date of the event.
3. The promoter must choose and actually offer a minimum of 6 NWMTPA classes at their event to be considered a full show. An event actually offering 5 or fewer NWMTPA classes will be considered a partial show.
4. A partial show can not be scheduled to conflict with a full show. In the event of a scheduling conflict, a full show will take precedence over a partial show.
5. Promoters who have chosen a full show in the previous year take precedence over partial shows and new events on roll forward dates in the current year, provided that the promoter books a full show for the current year.
6. The NWMTPA will receive a \$300 sanctioning fee for each event, regardless of whether a full show or partial show is booked.
7. The sanctioning fee must be paid with the sanctioning contract. The sanction date for the event will not be official until the sanctioning contract and fee is received by the NWMTPA.
8. The promoter is encouraged to use the following recommended pulling order. The NWMTPA reserves the right to alter the pulling orders the night of the event.

1. 5500 Non-Turbo
2. 6000 Hot Rod/Clutch - 6200 Hot Rod/Automatic Transmission
3. 8500 Pro-Farm
4. **8500 Pro-Field A Pump**
5. **6200 Pro-Stock 4x4 (A)**
6. 8200 Limited Pro-Stock
7. **8000 2.6" Turbo Street Diesel Pickup**
8. **9500 Pro-Field P Pump**
9. 6500 Non-Turbo
10. 6500 Hot Rod/Clutch - 6700 Hot Rod/Automatic Transmission
11. 9200 Pro-Farm
12. **9200 Pro-Field A Pump**
13. **6200 Pro-Stock 4x4 (B)**
14. 9200 Limited Pro-Stock
15. 8000 2.8" Turbo Diesel Pickup
16. Open Class

9. Except for co-sanctioned events, no exhibition pulls or non-NWMTPA-sanctioned classes will be allowed during the conduct of the NWMTPA sanctioned event. Exhibition pulls and non-NWMTPA-sanctioned classes must run before or after the NWMTPA sanctioned classes, and must not interfere with the starting time of the NWMTPA sanctioned classes.

10. Insurance for exhibition pulls and non-NWMTPA-sanctioned classes will be the sole responsibility of the promoter. Additional insurance for exhibition pulls or non-NWMTPA sanction classes can be purchased from the NWMTPA for an additional fee.
11. For pulls using one track, afternoon pulls must start at 1:30 p.m. and evening pulls at 6:30 p.m. For pulls using two tracks, the promoter may choose an alternate starting time. If 8 or fewer classes are chosen, the promoter may also choose an alternate starting time.
12. All Sunday pulls will start at 1:30 p.m. No alternate times are allowed on Sunday pulls without the express consent of the officers.
13. The promoter must use an NWMTPA approved sled.
14. The promoter must provide an announcer and sound system.
15. The promoter must provide people to register contestants and take entry fees. These people must be available for registration 1 ½ hours before the scheduled start of the event.
16. The promoter must provide at least four people to run the measuring tape and rope to measure the distance of each pull. If an alternate measuring system is used (laser or sled mounted) the promoter must provide the people needed to run these alternate systems.
17. The promoter must provide two people to hook and unhook the sled.
18. The promoter must provide a box scraper, roller (rubber tire preferred), tractors and operators for track maintenance during the event.
19. The track official will supervise and direct the maintenance of the track during the event.
20. The promoter must provide a pulling track with a minimum width of 30 ft.
21. The promoter must provide a woven wire fence, constructed 15-20 ft. back from both sides of the track, running the length of the track to 310 ft., for the protection of spectators. If woven wire is not available, then an alternate fencing/restraining material must be used.
22. Track length must be marked for distance measurement every 50 ft. to 300 ft., with the 100 ft. shutdown limit clearly marked (0'-50'-100'-150'-200'-250'-300').
23. Track boundaries must be marked with straight chalk lines on both sides of the track.
24. Two free admissions will be given at the gate to each pulling vehicle. Persons receiving the free admissions must enter the gate with the pulling vehicle to be admitted free. Membership cards will not be honored for free admission.
25. Any contestant under 18 years of age must have their parent or legal guardian sign a parental consent/waiver of liability form, and present this form to the NWMTPA for written approval by an NWMTPA officer.
26. A contestant must be a full member of the NWMTPA to compete in an NWMTPA sanctioned class, or have paid a single event membership to the NWMTPA. It is recommended that the person registering the contestants inquire as to their membership status and request presentation of a membership card. The NWMTPA will provide membership registration forms to the person registering contestants, and any membership forms and fees collected by the person registering the contestants will be submitted to the NWMTPA at the end of the event.
27. All contestants will pay a \$10 entry fee (\$20 for Open Class) at the time of entry, and will draw for pulling position at the time of entry. The promoter will retain all entry fees.
28. Contestants in the first two scheduled classes at an event must be registered 30 minutes before the scheduled start time of the event.
29. No pulling vehicle can participate in more than two classes per pulling event. The Open class does not count as one of these two hooks (The Open class could be a third hook.)
30. Once a class has started no more entries will be allowed.
31. A contestant's entry fee will be returned if he is unable to compete, unless inability to compete is due to disqualification from that class that night.
32. Trophies will be optional to the promoter.

33. The promoter must keep carbon copies of the results for each class and present it to the NWMTPA. White copy to go to the NWMTPA, yellow copy to be kept by promoter and pink copy to be used in the staging area.
34. The association requests that the National Anthem be played at the beginning of the event.

PRIZE MONEY

The promoter must pay the minimum prize money per class designated as follows. “One hook” prize money is paid if only one class from a division competes at the event. “Two hook” prize money is paid if both classes from a division compete at the event.

5500 & 6500 Non-Turbo

(1 hook): 1st-\$100, 2nd-\$80, 3rd-\$50, 4th-\$40, 5th-\$30

(2 hook): 1st-\$80, 2nd-\$50, 3rd-\$30, 4th-\$20, 5th-\$20

8500 & 9200 Pro-Farm (1 or 2 hooks)

1st-\$100, 2nd-\$85, 3rd-\$70, 4th-\$55, 5th-\$40, 6th-\$30, 7th-\$20

8500 & 9200 Pro-Field A Pump (1 or 2 hooks)

1st-\$110, 2nd-\$95, 3rd-\$80, 4th-\$65, 5th-\$50, 6th-\$35, 7th-\$25

8200 & 9200 Limited Pro-Stock

(1 hook): 1st-\$150, 2nd-\$125, 3rd-\$100, 4th-\$75, 5th-\$60, 6th-\$50

(2 hook): 1st-\$120, 2nd-\$100, 3rd-\$80, 4th-\$60, 5th-\$40

6000 & 6500 Hot Rod

(1 hook): 1st-\$140, 2nd-\$120, 3rd-\$100, 4th-\$80, 5th-\$60

(2 hook): 1st-\$120, 2nd-\$100, 3rd-\$80, 4th-\$60, 5th-\$40

9500 Pro-Field P Pump

1st-\$110, 2nd-\$95, 3rd-\$80, 4th-\$65, 5th-\$50, 6th-\$35, 7th-\$25

6200(A) & 6200 (B) Pro-Stock 4X4

(1 hook): 1st-\$160, 2nd-\$130, 3rd-\$110, 4th-\$90, 5th-\$60

(2 hook): 1st-\$130, 2nd-\$110, 3rd-\$90, 4th-\$70, 5th-\$50

2.6” Turbo Street Diesel Pickup

1st- \$150, 2nd- \$100, 3rd- \$75, 4th - \$50

2.8” Turbo Diesel Pickup

1st- \$150, 2nd- \$100, 3rd- \$75, 4th-\$50

Open Class

1st-\$250, 2nd-\$200, 3rd-\$150, 4th-\$100, 5th- \$50

At any NWMTPA co-sanctioned event where a NWMTPA class is combined with another association’s class, those competitors competing as NWMTPA members will be awarded points and prize money per NWMTPA rules based on the placing of the NWMTPA members only, and not on their overall placing in the combined class. In a combined class, the competitor must declare which association they are competing under, and be a paid member of that association. The NWMTPA members will be broken out of the combined class and placed 1st through last counting only NWMTPA members, and awarded points and prize money per NWMTPA rules based on this placing.

CONTEST OPERATION RULES

1. The NWMTPA officers, safety and rules committees, and track officials will govern the operation of the contest, and the enforcement of association rules, with their decisions being final.
2. The NWMTPA officers, safety and rules committees, and track officials have the authority to disqualify any contestant's tractor or pickup that is being operated in an unsafe manner. This can be done in the pit, staging, or track area. The penalty for unsafe operation of a pulling vehicle will be forfeiture of winnings and entry fee at the pull where the infraction takes place.
3. The track officials will govern the operation of the contest on the pulling track and any related disqualification assessed, with their decisions being final.
4. The flagman for a class is designated as the track official for that class.
5. The second puller of each class will serve as flagman for the next class, or find a suitable replacement approved by the NWMTPA.
6. The first contestant in each class may decline their 1st pull since they are considered the test pull for the sled and track. If they decline their 1st pull they will either re-pull at once or drop to 3rd or last position in the line up. Their 2nd pull will be the one recorded as their distance.
7. The 1st contestant in each class does not have the right to turn down their pull due to disqualification for any reason.
8. On a pull off, any disqualification rule applies, but the puller being disqualified will only drop to whatever last position in the pull off would be. Example: If 2 tractors are in a pull off and 1 is disqualified, the disqualified tractor would receive 2nd place money and points.
9. In the case where the sled is responsible for the restart of a class, the 1st puller has the option of remaining the option puller (1st puller). Any puller in that class disqualified to that point would be allowed to re-hook.
10. All contestants will have a 100-foot distance to shut down on their 1st attempt. They will be allowed a 2nd attempt as soon as the sled can be repositioned and the track is cleared. Their 2nd attempt will be the one that is recorded as the distance.
11. If a contestant's tractor develops a mechanical problem prior to hooking to the sled, or in the 100-foot shut down area on their 1st attempt, they will be allowed to drop three places or to the last position.
12. Contestants will be allowed to spot the sled. They should inform the sled operator before the sled is positioned for their pull attempt.
13. No excessive jerking when starting the sled or during the pull.
14. Measurement of the pull is to be from the center of the sled. Measurement of distance is to always be from the point of pull FORWARD.
15. A floating gate will be used on all classes at all events. No pull off's unless facility can not accommodate a floating gate. Contestants will be notified if a floating gate is not used.
16. There is no "out of bounds" after 300'. However, the track official may stop the puller's attempt if a safety issue arises.
17. Once the sled is spotted and ready to hook, the puller has 1 MINUTE to be attempting to get to the track. Any mechanical problems must be reported to the track official within the time limit, and the puller can then drop to last hook. Front end of pulling vehicle must be on the track within the time limit. The only exception is if the puller is pulling 2 classes back to back or if there is a sled malfunction.
18. FAILURE TO COMPLY WITH THE 1 MINUTE RULE MEANS DISQUALIFICATION OF THE CONTESTANT FOR THAT CLASS, JUDGES DECISION IS FINAL.

WEIGHING & CERTIFICATION RULES

1. All pulling vehicles, including driver and safety equipment, must weigh the exact amount or less for the class the vehicle is entering.
2. Certified vehicles can use certified weight.
3. No tolerance is allowed when certifying weight.
4. Pulling vehicles will be weight certified by an officer or a member of the safety and rules committee at the association tech day. If a vehicle is unable to certify at tech day, it can be certified at its first pull. If a vehicle is certified at its first pull, two certified vehicles from the same class must accompany that vehicle to a scale where the certified vehicles will be used as a weight accuracy guide for the uncertified vehicle.
5. Certified vehicles will display a sticker stating the driver's name, class, tire size, number and size of weights, and amount of fuel in tank. The sticker must be clearly displayed and easily visible on the vehicle.
6. If a certified vehicle is being checked for weight compliance or is protested for being over weight, there must be 3 vehicles from the same class taken to the scale to be weighed. A certified vehicle is allowed 1% over certified weight when being checked for rules compliance or protested. This is to allow for the difference in scale readings. Example: Vehicle in 8500 lbs. class can weigh 8585 lbs. Association will be responsible for spot checking weight of vehicles throughout the year.

WEIGHT PLACEMENT & HANDLING RULES

1. Weights can be shifted before hooking to the sled.
2. All weights must be securely fastened to the vehicle.
3. Weights must not interfere with the sled or the sled chain.
4. Rear weights can not extend more than three inches behind the rear tires.
5. Front weights can not extend forward more than 13 feet from the center of the rear axle.

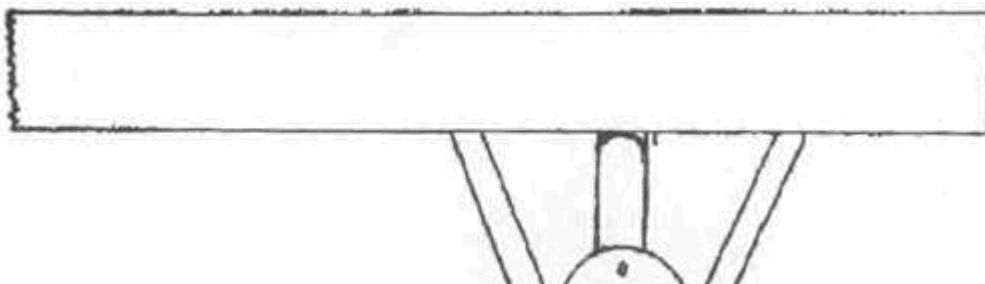
GENERAL SAFETY RULES

These rules apply to all pulling vehicles unless a different rule is specifically stated in the rules for that particular class.

1. All pulling vehicles running in the staging area must be attended to within 10' of the vehicle by an association member, or be disqualified for that class.
2. All drivers must remain seated while operating their pulling vehicle on the track or will be disqualified (general disqualification rule applies).
3. All pulling vehicles must have fire extinguishers on board and in working condition.
4. All Hot-Rod, Pro-Field, Pro-Stock 4x4, Limited Pro-Stock, and Open Class drivers must wear a full-faced safety helmet, single layer fire-suit, and fire retardant gloves during competition (helmet face shield, head sock and fire resistant shoes are recommended). It is recommended that all other contestants not already mandated to do so also wear a seat belt and full-faced safety helmet.
5. Diesel Pickup drivers must wear seatbelts and full-faced helmets.
6. All pulling vehicles must be equipped with a dead man throttle to bring the vehicle to idle when released.
7. All tractors must have a strong and rigid seat that is securely fastened to the tractor. All tip seats must be securely fastened while pulling.
8. All tractors must have stabilizer bars with skid pads. The stabilizers will extend a minimum of 32 inches behind the center of the rear axle. The stabilizer pads must not be more than 10

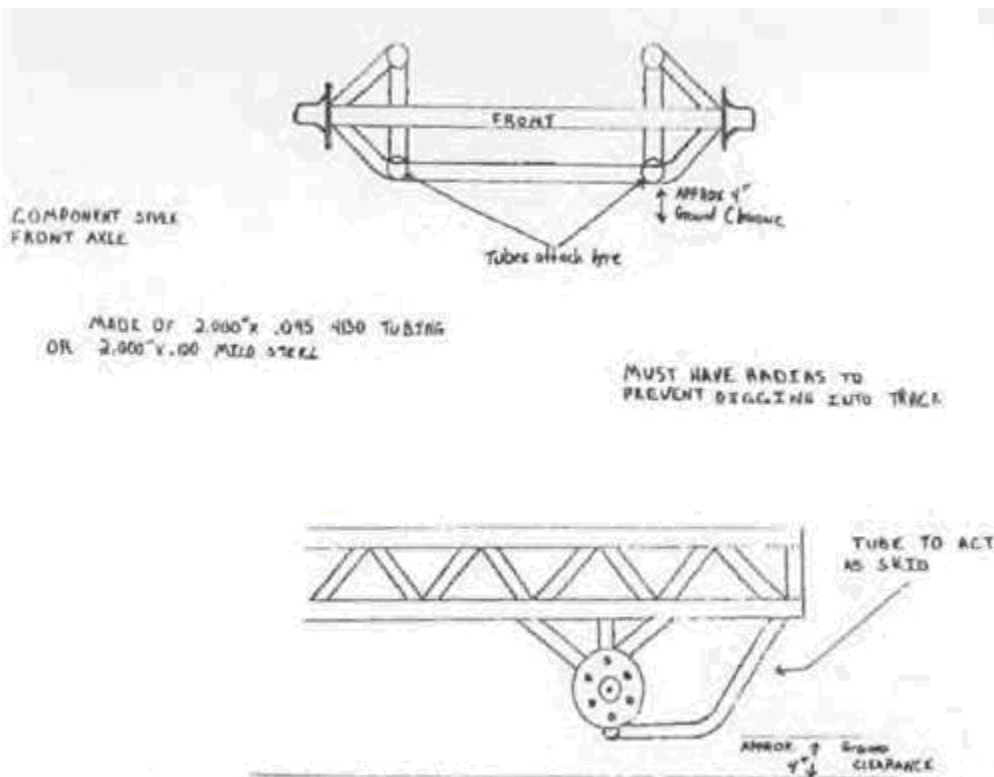
inches off the ground. The pad must be a minimum of 5 inches square. A minimum of 20 inches will be allowed between the outer most part of the pads. Stabilizer bars must be able to hold the weight of the tractor. All turbo tractors, hot rod tractors, and 4X4 pick-ups are required to have bumpers on their stabilizer bars that extend behind the rear wheels.

9. All tractors other than Non-Turbo must have a wide front axle.
10. All tractors must be equipped with fenders to provide protection for the drivers from the rear tires. The fenders must be strong enough to support the driver's weight.
11. All ether bottles (starting aids) must be placed outside of engine compartment.
12. All Pro-Field and Limited Pro-Stock tractors must have an SFI scatter blanket that covers clutch housing 360 degrees. Safety blankets must be inside of safety tie bars.
13. Limited Pro-Stock tractors must have an SFI approved (labeled) flywheel, clutch, and pressure plate. NWMTPA will require written verification, and notarized affidavit of authenticity of clutch. Any clutch in question may be inspected.
- 14. All Pro-Field and Limited Pro-Stock tractors with frames not bolted to rear axle must have two extra support bars added to prevent splitting of tractor. Each support bar is mounted to the rear axle housing with at least 4 bolts. Each support bar will extend forward of flywheel area and fasten to the side of the block or main frame with at least two 5/8" bolts. *Support bars are recommended for all Pro-Farm tractors and will be mandatory for 2011.***
15. On all pulling vehicles using a roll cage, the driver must wear a full-faced safety helmet and use a four-point safety harness securely fastened to the roll cage. Helmet and safety harness must be worn during competition.
- 16. *Roll cages are recommended for all tractors not specifically required to have them.***
17. All tractors other than Non-Turbo and Pro-Farm must have engine side shielding made of steel or aluminum and be 16 gauge or .060 thick.
18. Gasoline tractors other than Non-Turbo must have ignition kill switches.
19. Diesel tractors other than Non-Turbo must have air kill switches sufficient to stop engine.
20. The kill switch fastener must not be placed over 8 inches from the centerline of the tractor. It can't be higher than 48 inches from the draw bar. The tractor weights must not interfere with operation of the kill switch.
21. All tractors and diesel pickups with inline pumps must have a 3 way fuel shut off system that can be activated from the driver's seat.
- 22. *Other than the driver, no other riders are allowed in or on the pulling vehicle while the vehicle is on the track.***
- 23. *All tractors (except for non turbo tractors) must have front axle skid plates.***
 - ***The skid plates must be mounted inline 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 plate surface to be a minimum of 4" wide and 12" long with minimum 6" curve when measured from the front most part of rolled edge. The skid plate must be able to support the weight of the front end when checked with a jack. Maximum ground clearance is bottom of front wheel rim not to exceed 4 inches with front tires in normal operating position.***



OR

- *Front axle support to be made of 2.00" x .095" chrome moly tubing or 2.00" x .120" mild steel tubing or same material as tractor frame rails. Front axle support should connect to each frame rail inline and extend toward front of tractor. Front skid/front axle support should have radius to prevent digging into track. Front axle support frame should be strong enough to support front end weight of tractor. Support should have a maximum of 4" ground clearance.*



GENERAL TRACTOR & PICKUP RULES

These rules apply to all pulling vehicles unless a different rule is specifically stated in the rules for that particular class.

1. Each contestant must furnish a clevis or hitching device with a hole at least 3" wide x 3.75" long. It must be bolted tightly or welded to the draw bar. If the hitch breaks, a measure will be taken from that point. Drawbars are to be parallel to the ground, with a minimum of 18 inches from the center of rear axle to the hook point, a maximum height of 20 inches to the top of the draw bar. Drawbars must be stationary in all directions.
2. Gas engines will only use gasoline for fuel.

3. Diesel engines will only use diesel fuel for fuel.
4. No fuel additives such as nitrous oxide will be allowed.
5. Lubricating oil can be added to the fuel on diesel engines.
6. All tractors must be equipped with stock appearing factory block or factory replacement for make and model of tractor being pulled.
7. All tractors must be equipped with individual working rear brakes.
8. Gas tractors must be equipped with stock appearing carburetor.
9. No aluminum heads will be allowed on any turbo tractor.
10. A curved exhaust pipe is not allowed on a turbo tractor. All exhaust will discharge vertically. Cross bolts 3/8 inch in diameter are to be used in the exhaust system of turbo tractors.
11. Tractors using water injection can not use an intercooler. Tractors using an intercooler can not use water injection.
12. With the exception of water and approved lubricant, the use of alcohol or any other substance is prohibited for injection purposes.
13. Maximum wheel base for all tractors to be 114" measured from the center of the rear axle to the center of front axle (this does not apply to the Hot-rod class).
14. Maximum tractor length for all tractors (except Hot-Rods) will be 13' from the center of the rear axles to the furthest point forward (including weights). All tractors can have a 6" maximum tow loop that may exceed the 13' limit.
15. Only two-wheel drive rubber tired tractors are allowed. Tire chains, dual rear tires, tracks, and four-wheel drive or front wheel assisted tractors are not allowed.
16. No computers are allowed that controls any mechanical operation of the vehicle.
17. All tractor classes with an RPM limit must purchase an RPM sending device from the NWMTPA and mount this device to their tractor. The connection/hookup to the remote unit for this device will be mounted at the rear of the tractor next to the air/ignition kill switch.
18. A 1" diameter light will be placed in proximity to the hook point and sensor to aid in hooking the vehicle to the sled.
19. All tractors in classes with an RPM limit will have their RPM sending device connected to the remote tachometer as they pull the sled down the track when the remote tachometer is mounted on the sled.

5500 & 6500 Non-Turbo Rules

1. Maximum weight will be 5500lbs & 6500lbs in the respective classes.
2. Maximum tire size will be 18.4x34
3. Maximum cubic inch will be 350.
4. Maximum rpm will be 2800 with no tolerance given.
5. If the remote tachometer registers over 2800rpm, the driver must be notified before leaving the track, and must pull to the end of the track out of the way and checked with the association hand tachometer one time. If the hand tachometer registers 2800rpm or less, the hand tachometer will overrule the remote tachometer.
6. All association RPM rules violation penalties will apply.
7. Gas or LP head on gas tractors only. Diesel heads on diesel tractors only. No addition of sparkplugs to diesel heads is allowed.
8. No aluminum or billet heads.
9. Tractors must be naturally aspirated. No superchargers or other air pumps allowed.
10. All tractors must weigh at each pull. A scale will be used at all pulls. The scale weight is what will be the official weight at that event. Certification weight will not be used. There will be no weight tolerance.

11. Rules are locked for the 2010 & 2011 seasons.

8500 & 9200 Pro-Farm Rules

1. Maximum weight will be 8500lbs & 9200lbs in the respective classes.
2. Maximum tire size will be 20.8x34 or 18.4x38
3. Maximum cubic inch will be 466.
4. Maximum rpm will be 2800 with no tolerance given.
5. If the remote tachometer registers over 2800rpm, the driver must be notified before leaving the track, and must pull to the end of the track out of the way and checked with the association hand tachometer one time. If the hand tachometer registers 2800rpm or less, the hand tachometer will overrule the remote tachometer.
6. All association RPM rules violation penalties will apply.
7. 12mph maximum speed limit.
8. The driver has the first 100' (*measured from the back of the sled*) to adjust their speed and exceeding 12mph in the first 100' will not result in disqualification.
9. 20.8x34 or 18.4x38 tires will be used. No single or double "V" cut tires. Cut and a half OK.
10. Force induction motors limited to one pressure stage (ie single turbocharger).
11. No water injection or inner coolers allowed.
12. OEM heads only.
13. No aluminum or 4 valve heads allowed.
14. Number 2 diesel fuel for diesel motors only. No pressurized fuel sources of any type (IE LP, NOS etc.)
15. Homemade frames and front end are allowed.
16. One fuel injection pump for Diesel motors. Fuel pump limits will be the same as the Pro-Field class. (IE 10mm "A" pump, 13mm Model 100, .450 Roosamaster, 11.5mm Simms.
17. Fabricated manifolds are allowed.
18. No component tractors-must have tractor transmission and rear end.
19. No "shift-on-the-fly" (ie torque amplifiers, powershifts, over/unders etc...) can be used during the run.
20. Disqualification for exceeding 12mph and rpm's will be disqualification for that class only.
21. Gas engines can run carburetor of choice.
22. Rules are locked through the 2010 season.

8500 & 9200 Pro-Field A Pump Rules

1. Maximum weight will be 8500lbs & 9200lbs in the respective classes.
2. Maximum tire size will be 24.5x32 or 20.8x38. (No Puller2000 tires allowed).
3. Maximum cubic inch will be 466 with 1% tolerance.
 - All pro-field tractor motors will be checked for cubic inch compliance before they are allowed to hook. Cubic inch compliance will be checked by removing the head, measuring bore and stroke, and sealing the head through two head bolts and sealing the pan through two bolts on the pan. Daryl Rapp, Greg Potter and Brian Scott will do the checking. They will each receive \$10 from each competitor checked.
 - The "sealed motor" rule will be waived for tractors that are hooking under a single event membership and the tractor is not owned or generally operated by a NWMTPA full member. These waived tractors must still comply with the cubic inch limit and all other NWMTPA pro-field rules for the class, and are still subject to protest and inspection.
4. Maximum rpm will be 3200 with 1% tolerance (3232 rpm).

- All pro-field tractors must purchase a RPM sending device from the NWMTPA and mount this device to their tractor. The connection/hookup to the remote unit for this device will be mounted at the rear of the tractor next to the air/ignition kill switch.
 - All pro-field tractors will have their RPM sending device connected to the RPM box as they pull the sled down the track when the RPM box is mounted on the sled.
 - Any RPM violation in excess of tolerance will result in disqualification in that class for that pull only. General disqualification rule applies. Protest & Disqualification rules #16 and #17 as they regard over 50 RPM violations do not apply to the pro-field classes.
 - Tractors that are hooking under a single event membership and the tractor is not owned or generally operated by a NWMTPA full member may use the RPM sending device provided by their own association. If the tractor's regular association does not use a RPM sending device, one must be purchased from the NWMTPA. These waived tractors must still comply with the RPM limit and all other NWMTPA pro-field rules for the class, and are still subject to protest and inspection.
5. Engine block, transmission, rear end housings and sheet metal must all be from the same manufacturer.
 6. Only OEM intake and exhaust manifolds are allowed.
 - After market or homemade headers or intakes are not allowed.
 - Adapters and spacers are allowed between the factory manifold and the turbo for mounting purposes only.
 7. Maximum two valves per cylinder.
 8. No billet or re-cast heads allowed.
 9. Only diesel fuel (including high performance diesel fuel) is allowed as the primary fuel.
 - Gasoline, ether, oxygen, alcohol, nitrous oxide, nitromethane, glycerol, and propane (or any combination thereof) are all illegal fuels for primary or secondary fuels.
 10. One fuel injection pump allowed. Can run any one of these four injection pumps listed with their limitations regardless of make/model of tractor.
 - Ambac model 100 pump maximum 13mm.
 - Bosch "A" pump maximum 10 mm.
 - Simms pump maximum 11.5 mm barrel and plungers.
 - Roosa Master pump maximum .450 head.
 - No P pumps or larger allowed, even if motor is de-cubed.
 11. One turbocharger allowed with a maximum inlet size of 2.75"
 - Maximum 2.75" inlet size measured at the face of the compressor wheel.
 - Compressor wheel must protrude 1/8" into the inlet housing.
 - Factory MAP width enhancement groove of .125 or less allowed.
 - No removable slugs or reducers allowed.
 - Slugs or reducers must be welded in place.
 - No set screws or provisions to remove the slug or reducer are allowed.
 - Compressor wheel must protrude 1/8" into this opening.
 - There will be a \$25 protest fee to have any one person's turbo inspected.
 - At every pull, the 1st place winner in the 8200 & 9200 Pro-Field class will have their turbocharger checked for compliance with the rules either by inspecting the seals, or by actually measuring the turbocharger.
 - Any violation of the turbo rule will result in loss of points, placing, and prize money in that class for that night.
 - A second violation of the turbo rule in the same season will cause the tractor and puller to be banned from competing in the division for one year from the date of the second violation.
 12. Water injection systems are allowed. Only water and approved lubricant is allowed.

13. Inter-coolers are not allowed.
14. All pro-field tractors must be equipped with at least a 2-bar roll cage or a factory ROPS.
 - Two bar cage must consist of at least two hoops, and be constructed of at least 1.5" material. If chromemoly is used, wall thickness is a minimum of 0.093". If steel is used, wall thickness is a minimum of 0.125". There should be at least two levels of brace bars between each hoop.
 - It is strongly recommended that a Limited Pro-Stock spec roll cage be used.
15. On all tractors using a roll cage, the driver must use a four-point safety harness securely fastened to the roll cage.
16. Tractors not using a roll cage must be equipped with seat/lap belt, and it is strongly recommended that it be used during competition.
17. Rules are locked through the 2010 season.

9500 Pro-Field P Pump Rules

1. Maximum weight will be 9500lbs.
2. Maximum tire size will be 24.5x32 or 20.8x38. (No Puller2000 tires allowed).
3. Maximum cubic inch will be 466 with 1% tolerance for wear.
 - All tractor motors will be checked for cubic inch compliance before they are allowed to hook for points running. Cubic inch compliance will be checked by removing the head, measuring bore and stroke, and sealing the head through two head bolts and sealing the pan through two bolts on the pan. Daryl Rapp, Greg Potter and Brian Scott will do the checking. They will each receive \$10 from each competitor checked.
 - The “sealed motor” rule will be waived for tractors that are hooking under a single event membership and the tractor is not owned or generally operated by a NWMTPA full member. These waived tractors must still comply with the cubic inch limit and all other NWMTPA pro-field rules for the class, and are still subject to protest and inspection. Tractors can hook as many times as they wish under a single membership, but can only place in top 5 placings three times then motor must be sealed before allowed to reenter class. This goes with the tractor not the driver.
4. Maximum rpm will be as follows with 1% tolerance allowed.
 - 3000 rpm for Bosch “P” series pumps with 13mm barrels and plungers.
 - 3200 rpm for Bosch “A” series pumps with 13mm barrels and plungers.
 - 3500 rpm for Bosch “A” series pumps with 10mm barrels and plungers.
 - 3500 rpm for any Model 100 or other style rotary pumps, or 11.5mm Simms.
 - All pro-field tractors must purchase a RPM sending device from the NWMTPA and mount this device to their tractor. The connection/hookup to the remote unit for this device will be mounted at the rear of the tractor next to the air/ignition kill switch. The hookup plug will be the female style end of an electrical cord, with a wire going to each side of the spade terminals, ground pin is not used.
 - All pro-field tractors will have their RPM sending device connected to the RPM box as they pull the sled down the track when the RPM box is mounted on the sled.
 - Any RPM violation in excess of tolerance will result in disqualification in that class for that pull only. General disqualification rule applies. Protest & Disqualification rules #16 and #17 as they regard over 50 RPM violations do not apply to the pro-field classes.
 - Tractors that are hooking under a single event membership must still comply with rpm limits set for the class and are still subject to protest and inspection. These tractors will be checked using a hand tachometer.
5. Engine block, transmission, rear end housings and sheet metal must all be from the same manufacturer.
6. Only OEM intake and exhaust manifolds are allowed.
 - After market or homemade headers or intakes are not allowed.
 - Adapters and spacers are allowed between the factory manifold and the turbo for mounting purposes only.
7. Maximum two valves per cylinder.
8. No billet or re-cast heads allowed.
9. Only diesel fuel (including high performance diesel fuel) is allowed as the primary fuel.
10. Gasoline, ether, oxygen, alcohol, nitrous oxide, nitromethane, glycerol, and propane (or any combination thereof) are all illegal fuels for primary or secondary fuels.
11. One fuel injection pump allowed per tractor with all pumps having a maximum one 13mm barrel and plunger per cylinder.

- All “P” series pumps are limited to a maximum 13mm barrel and plunger. No pumps larger than Bosch 3000 series or P7100 series. No Sigma or billet housing pumps allowed.
 - There will be a \$25 protest fee to have any one person’s pump inspected. Violation of the above pump specifications will result in disqualification from that class for 1 year, plus forfeit of all winnings from that pull.
12. One turbocharger allowed per tractor. Turbo must be the box style charger or a charger meeting the following specifications.
 - The 3”(larger) box turbo is allowed if ran as in OTTPA specs. Must be a Garrett GT4202 or GT4202r (with one of the four manufactured exhaust housings: 1.01, 1.15, 1.28, or 1.42) and run in its stock unaltered form, and part number for part number with OTTPA checklist. Push in slugs are allowed in this turbo for tuning purposes but turbo housings can not be altered in any way (reducers and slugs must be of the push-in style).
 - Otherwise, any other alternate turbo can be used but must meet the following specifications:
 - A maximum 2.75” inlet size measured at the face of the compressor wheel.
 - Compressor wheel must protrude 1/8” into the inlet housing.
 - Factory MAP width enhancement groove of .125 or less allowed.
 - No removable slugs or reducers allowed.
 - Slugs or reducers must be welded in place.
 - Compressor wheel must protrude 1/8” into the 2.75” opening.
 - There will be a \$25 protest fee to have any one person’s turbo inspected.
 - At every pull, the 1st place winner in the 9500 Pro-Field class will have their turbocharger checked for compliance with the rules either by inspecting the seals, or by actually measuring the turbocharger.
 - Any violation of the turbo rule will result in loss of points, placing, and prize money in that class for that night.
 - A second violation of the turbo rule in the same season will cause the tractor and puller to be banned from competing in the division for one year from the date of the second violation.
 13. Water injection systems are allowed. Only water and approved lubricant is allowed.
 14. No type of inter-cooler systems are allowed.
 15. All pro-field tractors must be equipped with at least a 2-bar roll cage or a factory ROPS.
 16. Two bar cage must consist of at least two hoops, and be constructed of at least 1.5” material. If chromemoly is used, wall thickness is a minimum of 0.093”. If steel is used, wall thickness is a minimum of 0.125”. There should be at least two levels of brace bars between each hoop.
 17. It is strongly recommended that a Limited Pro-Stock spec roll cage be used.
 18. On all tractors using a roll cage, the driver must use a four-point safety harness securely fastened to the roll cage.
 19. No u-bolt style dual hubs allowed. Weld on style plates are highly recommended.

8200 & 9200 Limited Pro-Stock Rules

1. Maximum weight will be 8200lbs & 9200lbs in the respective classes.
2. Maximum tire size will be 24.5x32 (Maximum 48 lugs/tire).
3. Maximum cubic inch will be 640.
4. All OTTPA safety equipment rules apply to this class and take precedence.
5. Roll cage mandatory. Cage will be constructed as per NWMTPA Limited Pro-stock specifications. Copies of the specification may be obtained from any NWMTPA officer or rules committee member.
6. One turbocharger allowed with the following limitations:

- 471-640 cubic inch motors are limited to an Outlaw legal Garrett GT-42 turbocharger or NTPA legal 3x3 turbocharger.
 - 470 cubic inch or less motors are limited to a 3x4 turbocharger with no MAP width enhancements to the compressor housing. Wheel must protrude into the 3" opening at least 1/8".
 - 471-550 cubic inch motors equipped with a stock Outlaw legal Garrett GT-42 turbocharger will be given a 200lb handicap (Allowed 8400lb and 9400lb).
7. OEM intake and exhaust manifolds allowed. No after market or homemade headers or intakes.
 8. Diesel fueled tractors only, no additives other than lubrication fluids.
 9. Motor, transmission, clutch housing and rear end must be in factory position.
 10. Limited to one P-series injection pump only, with stock Bosch housing only- no billet pump housings. One barrel and plunger limit per cylinder.
 11. Turbo exhaust bolt pattern no larger than 2.750" x 3.25", or 69mm x 88mm.
 12. No welding or machining of a housing to accommodate a smaller base (e.g. T-18A95 with a small base welded to it or machined to resemble the smaller foot).
 13. Compressor housing and wheel measurement to be taken at the face of the inlet wheel with a maximum of 3.0". Tips of the wheel must protrude into 3" opening at least 1/8 inch. The wheel may be no larger than this measurement at the inlet. No map width enhancement (MWE) may be used. The OTTPA approved Garrett model GT-4202 in its unaltered 3x3 form will be specifically excepted from the MWE rule and will be a turbo acceptable for use. Proper part numbers for this charger may be obtained from Limited Pro-Stock rules
 14. An exhaust wheel measurement will be taken at the face of the wheel. Specification to be a maximum of 3.0". Tips of the wheel must be protrude into the 3" opening at least 1/8th of an inch. The wheel may be no larger than this measurement at the outlet. No map width enhancement can be used in the exhaust housing.
 15. No waste gates, or waste gated exhaust housings.
 16. No air entry after 3" opening in compressor or housing except for the MWE of the Garrett GT-42 turbo noted above.
 17. No variable geometry turbos.
 18. Tractor must operate with hood and grill.
 19. OEM heads only, no billet heads allowed. Maximum of 2 valves per cylinder.

6000 & 6500 Hot Rod Rules

1. Maximum weight will be 6000lbs (clutch equipped)/6200lbs (automatic transmission equipped) in the 6000lb class.
2. Maximum weight will be 6500lbs (clutch equipped)/6700lbs (automatic transmission equipped) in the 6500lb class.
3. Maximum tire size will be 30.5x32.
4. Maximum cubic inch will be 502 with zero tolerance.
5. Roll cages are optional.
6. Any after-market V-8 automotive naturally aspirated cast iron motor.
7. All automatic transmission equipped tractors must run a fully functional torque converter without external (of converter) controls for lockup or release.
8. No portion of tractor can exceed 14 feet forward of the center of the rear wheels.
9. Engine fans must be shrouded 360 degrees with steel 1/16" minimum thickness. Electric fans are exempt.

10. All engines using a clutch must be equipped with current S.E.M.A. approved clutch housing, pressure plate, flywheel, and clutch disc.
11. Automotive and truck transmissions must be covered with a current SEMA approved safety blanket, secured as specified by S.E.M.A. with a 6-strap safety blanket.
12. Auxiliary boxes only need 3-belt blanket to cover immediate box.
13. The remaining drive train to the original tractor transmission must be shielded 360 degrees with 5/16" minimum steel or 3/8 " aluminum fastened every 6 inches with a 3/8 inch bolts grade 5 or better or butt seam welded.
14. Drivers must have clear visibility behind his tractor while remaining in the seat.
15. Kill switch must both stop the electric fuel pump and kill the ignition.
16. Tractors using automatic transmissions must be equipped with a reverse gear lock out.
17. Tractors must be equipped with a safety switch to prevent starting unless in park or neutral.
18. A 2.5 lb. fire extinguisher must be mounted within easy reach of the driver. A halon extinguisher of equivalent size may be used.
19. All exhaust must be pointed upwards. No rain caps.
20. Must have wide front end that tracks within rear wheel tracks.
21. Must have side-shields of .250" metal or aluminum the length of the block and 4 inches above and below the crank center line.
22. Must have shield 360 degrees 1/4" thick around harmonic balancer with tabs on the front to hold balancer from coming off, SFI approved.
23. Must have a minimum 1" diameter back up light to be activated by gear-shift lever when tractor is in reverse.
24. Rear saddle supports able to support weight of the engine.
25. Bumper bars must start at pad and go up a minimum of 12 inches.
26. Tractor with frame bolted to rear transmission housing must have extra support to prevent splitting of tractor.
27. Hot Rods must resemble a tractor including grill, hood, and dash panel.
28. Fuel - gasoline only. High-octane gasoline is accepted. No pressure on fuel tank. No nitrous or any additives allowed.
29. Rear ends must be farm tractor, or planetary type rear ends.
30. Tow hook on front for towing may only extend 6 inches.
- 31. Heads must be OEM cast iron heads with no external modifications unless approved by hot rod class members.**
32. Aluminum intakes will be legal. There will be **no** tunnel rams, however. Single carburetor with no external modifications. Splitting of the carburetor is not allowed.
33. No steel manifolds allowed. Only production cast single four-barrel manifolds allowed. Sheet metal manifolds are not allowed. No cutting, splitting, or welding on the intake manifold is allowed. All intake manifolds must be approved by the tech committee.
34. Any engine or fuel infraction will result in a disqualification for 1 year and 1 day of puller and tractor.
35. Safety rules may be added as needed.

6200 Pro-Stock 4X4 Rules

1. Maximum weight will be 6200lbs.
2. Maximum tire size will be 33x12.5 street legal.
3. Maximum cubic inch will be 485.
4. All MSTPA class rules apply except for the air cleaner through hood rule.

5. Tires must be street legal. No tread alterations- Nothing larger than 33 x 12.5 DOT approved. No terra tires will be allowed.
6. Engines must be same make as vehicle. Engine must be in stock location. May only run OEM or after market cast iron blocks with any cast iron heads or aluminum type heads except hemi type. Any internal engine modifications allowed.
7. No aluminum blocks allowed.
8. Engine location must be no more than 14" from the centerline of the front axle to the front of the bell housing flange (MSTPA rule applies).
9. Vehicle must retain original wheelbase plus or minus ½ inch and stock appearance.
10. All body components must retain original location on stock frame and factory production. No raising of body components from original mounts.
11. Solid rear suspension allowed.
12. Edelbrock-type single four barrel manifold required. No tunnel rams.
13. Factory production running gears no larger than one ton or heavier as allowed by OTTPA specs. After market transfer case allowed.
14. Must run full hood except for header cutouts. Air cleaners can be exposed.
15. All exhaust must discharge vertically or underneath and straight back.
16. All weights must be securely attached to vehicle with leading edge of weight no more than sixty (60) inches in front of axle centerline. Loose ballast (sandbags, rocks, unattached metal, etc.) not allowed.
17. Each drive shaft must have a minimum of two (2) loops. Loop material shall be no less than ¾ inch wide, 5/16 inch thick if aluminum, minimum of 3/8" thick.
18. If vehicle has a center drive shaft it must be totally enclosed. All drive shaft U-joint must be enclosed 360 degrees.
19. The hitch point of rear axle must be 36% of wheelbase.
20. Vehicle will be equipped with steel bellhousing and block-saver plate.
21. Automatic transmission will have SEMA-approved blanket or shield.
22. All vehicles are required to have steel, magnesium, or aluminum flywheel that meet the following requirement. Absolutely no gray cast iron allowed.
 - Steel plate or steel billet flywheel will have a tensile strength of 60,000 psi and yield strength of 40,000 psi.
 - Magnesium or aluminum flywheel will meet or exceed SEMA standards.
23. Kill switch will be located in the rear of the truck bed without restraint.
24. Fuel is limited to racing gas only- *no* performance enhancing additives allowed.

2.6" Turbo Street Diesel Pickups

1. Maximum weight will be 8000lbs, unless there is a handicap applied.
2. Maximum tire size will be any DOT approved tire. No cut or bar tires allowed.
3. Radiator must be in factory location.
4. OEM transmission and transfer case are required and must be from a one ton chassis or smaller.
5. OEM chassis is mandatory. The engine must be in factory location. No wheel tubs, backhalfs, or tube chassis are allowed. Flatbeds are allowed.
6. No Dyed or high performance fuels. On road clear diesel must be used.
7. ***Hitch must be no shorter than 30% of the wheel base. Will be measured from the center of the rear axle to the hook point. Take the wheel base x .30 and that is the shortest the hitch can be.*** Bumper bars, if used, may extend behind the hitch.

8. A stock suspension is required. The use of ladder bars, traction bars are permitted. Reinforcements for the steering are permitted.
9. OEM cylinder heads with no cutting or welding or moving of ports are required. Porting is allowed as long as the head has not been modified to do so. ***Plenum intakes are allowed.***
10. No solid suspensions, all vehicles must have at least one inch of travel.
11. All vehicles must be street driven with mandatory functional headlights, taillights and reverse lights.
12. Injection systems are limited to no more than two high pressure common rail Pumps (commonly known as CP3 pumps) or one P-7100 injection pump w/RQV governor. Common rail systems are limited to one injector per cylinder. Injection style pumps are limited to one barrel and plunger per cylinder. Powerstroke trucks can run two high pressure oil pumps.
13. Air to air intercooling only is allowed. No water to air intercooling or air to water intercooling. After market air to air intercoolers are allowed.
14. Must be full bodied truck with interior and wipers etc...
15. A 3/8" aluminum or 1/4" steel band should surround the rear "U" joint assembly 360 degrees. Retaining strap shall be in place to "catch" the front of the rear driveshaft in case of "U" joint failure.
16. ***A 2.6" maximum turbo inlet with no more than a 1/4" map enhancement groove is allowed. Slugged turbos are allowed, but the slug must be within 1/8" of compressor wheel and will be measured with a 2.65" plug. Measuring plug must not enter into the compressor bore. Slugs must be circular, 360 degrees round inside and outside, and be a minimum .250" long or longer. Absolutely no air can enter the turbo other than through the 2.6" turbo inlet and the one map enhancement groove. Any smaller turbos are allowed. Truck is limited to one turbo charger only***
17. A minimum of a 3" wide x 3.75" long opening for the hitch is required. A 26" hitch height will be enforced and is measured from the top of the hitch. The hitch must be horizontal or parallel to the ground and must be solid in all directions. No loose clevises. ***Rear bumper stops are recommended.***
18. Hanging weight is permitted as long as weight does not extend forward more than 60" from the center of the front axle.
19. Exhaust must be blown up or down. Two 3/8" bolts must in the exhaust in a cross pattern as close to the turbocharger as possible.
20. Protest/inspection of turbos will be \$25.
21. No nitrous oxide. If so equipped, all components must be disabled. No other oxygen extenders whatsoever may be used.
22. No propane injection. If so equipped, all components must be disabled.
23. Water injection is allowed. Water ONLY, no alcohols, or other foreign substance additives. A pump lube may be used.
24. OEM cylinder blocks and heads from 1 ton or smaller vehicles must be used.
25. All trucks to have an air shut-off switch should they come unhooked from the sled.
26. No dual rear wheels allowed.

2.8" Turbo Diesel Pickups

1. Maximum weight will be 8000lbs.
2. Maximum tire size will be any DOT approved tire. No cut or bar tires allowed.
3. Radiator must be in factory location.

4. OEM Transmission and transfer case are required and must be from a one ton chassis or smaller.
5. OEM chassis is mandatory. The engine must be in factory location. No wheel tubs, backhalves, or tube chassis are allowed. Flatbeds are allowed.
6. No Dyed or high performance fuels. On road clear diesel must be used.
7. Hitches with reinforcements are allowed. No trick hitches. The hitch must be the rear most point of the vehicle excluding exhaust. Bumper bars, if used, may extend behind the hitch.
8. A stock suspension is required. The use of ladder bars, traction bars are permitted. Reinforcements for the steering are permitted.
9. OEM cylinder heads with no cutting or welding or moving of ports are required. Porting is allowed as long as the head has not been modified to do so.
10. No solid suspensions, all vehicles must have at least one inch of travel.
11. All vehicles must be street driven with mandatory functional headlights, taillights and reverse lights.
12. Injection systems are limited to no more than two high pressure common rail Pumps (commonly known as CP3 pumps) or one P series pump maximum. Common rail systems are limited to one injector per cylinder. Injection style pumps are limited to one barrel and plunger per cylinder. Powerstroke trucks can run two high pressure oil pumps.
13. Air to air, water to air, air to water intercooling is allowed.
14. Must be full bodied truck with interior and wipers etc...
15. A 3/8" aluminum or 1/4" steel band should surround the rear "U" joint assembly 360 degrees. Retaining strap shall be in place to "catch" the front of the rear driveshaft in case of "U" joint failure.
16. A 2.8" maximum turbo inlet with no more than one- 1/4" map width enhancement is allowed. Any other provisions allowing air to enter the charger are prohibited. Inlet of atmospheric device can be no larger than 2.8" measured with a 2.850" plug. Trucks are limited to one charger.
17. A minimum of a 3" wide x 3.75" long opening for the hitch is required. A 26" hitch height will be enforced and is measured from the top of the hitch. The hitch must be horizontal or parallel to the ground and must be solid in all directions. No loose clevises.
18. Hanging weight is permitted as long as weight does not extend forward more than 60" from the center of the front axle.
19. Exhaust must be blown up or down. Two 3/8" bolts must in the exhaust in a cross pattern as close to the turbocharger as possible.
20. Protest/inspection of turbos will be \$25.
21. No nitrous oxide. If so equipped, all components must be disabled. No other oxygen extenders whatsoever may be used.
22. No propane injection. If so equipped, all components must be disabled.
23. Water injection is allowed. Water ONLY, no alcohols, or other foreign substance additives. A pump lube may be used.
24. OEM cylinder blocks and heads from 1 ton or smaller vehicles must be used.
25. All trucks to have an air shut-off switch should they come unhooked from the sled.

OPEN

1. Any vehicle that complies with the "General Safety Rules", "General Tractor & Pickup Rules", and "Open Rules" may compete in this class.
2. A variance to Rule #1 may be given if the vehicle is in compliance with the rules for the association that the vehicle normally pulls with (vehicle owner must present that

association's rule book to be checked for compliance). Decisions made by NWMTPA officials to be final.

3. All drivers will wear full-faced helmets, fire-suits, and fire-retardant gloves. Fire retardant head sock and shoes are strongly encouraged.
4. All pulling vehicles must have air shut-off's or ignition kill switches.
5. ALL pick-ups need drive line loops and "U" joint shields on all "U" joints in the drive train. Loops to be at least 1/4" steel or 3/8" aluminum. Any driveshaft from motor to transfer case will be fully enclosed.
6. ***Modified/Hot Rod tractors are limited to the following engine configurations.***
 - ***Maximum of two V-8 motors***
 - ***One V-12 motor***
 - ***One turbine motor***
 - ***Two inline 6 cylinder motors***
 - ***Any Modified/Hot Rod tractor with an engine configuration not listed must be approved by the open class safety and rules committee prior to competing in the class.***
7. All tractors will weigh a maximum of 10,200lbs.
8. All two-wheel drive pick-ups will weigh a maximum of 6200lbs.
9. All four-wheel drive pick-ups will weigh a maximum of 6200lbs.
10. Diesel four wheel drive pick-ups will weigh a maximum of 8500lbs.
11. The class commissioner can adjust weights for any and all vehicles in this class as needed at any time during the year. The decision of the class commissioner is final.
12. The class commissioner will determine vehicle compliance with these rules and any variances to be granted. The decision of the class commissioner is final.
13. Class commissioner will be Dale Wollard, or in Dale's absence, a NWMTPA officer or "Open" class tech committee member.
14. No nitrous oxide. If so equipped, all components must be disabled. If there is any question that the system is disabled, the bottle will be removed from the vehicle before it is allowed to pull. No other propane or pressurized gases whatsoever may be used.
15. Points will not be awarded for participation in this class, nor will a point championship be awarded for participation in this class.

PROTESTS & DISQUALIFICATIONS

1. The NWMTPA officers, safety and rules committees, and track officials will enforce all association rules, with their decisions being final. These designated persons have the authority to disqualify any contestant's tractor or pickup that is in violation of these rules.
2. Any pulling vehicle can be checked for rules and safety compliance by the officers, safety and rules committee, and track officials at any time.
3. Refusal to submit to, or comply with, a safety and/or technical inspection by a safety and rules committee member, officer, or track official will result in disqualification for one year and a day from the date of refusal. Refusal will also result in loss of entry fee and prize money at that event, as well as loss of year to date points.
4. If the interpretation of a rule, protest, or disqualification is not clear, the officers acting under the advice of the safety and rules committee will make the final decision on the interpretation of the issue in question.
5. The general penalty for disqualification is loss of entry fee, placing, prize money, and points for that class for that pull unless a different or additional penalty for the disqualification is specified elsewhere in the rules.

6. A \$200 protest fee must be submitted by protestor in cash for any protest that involves cubic inch measurement by pulling off the cylinder head. This applies to all classes.
7. A \$100 protest fee must be submitted by the protestor in cash for any protest that involves cubic inch measurement by removing the oil pan and measuring from the bottom end. This applies to all classes.
8. A \$50 protest fee must be submitted by protestor in cash for any protest that involves cubic inch measurement by using a puffer. The puffer will only be used on pickup and hot rod classes.
9. Protested vehicle has the option on where engine disassembly will occur when checking cubic inch measurement.
10. Cubic inch measurements shall be conducted by measuring the bore and stroke with the cylinder head or oil pan removed, or by the use of a displacement-measuring device (P&G “puffer”). Formula used to determine cubic inch shall be Bore times Bore times Stroke times .7854 times Number of Cylinders. A maximum of 1% tolerance is allowed.
11. All tractors in classes with an RPM limit will have their RPM sending device connected to the remote tachometer mounted on the sled in every RPM-limited class at every pull.
12. Unless stated differently in the specific class rules, the RPM reading by the remote tachometer mounted on the sled will be considered final and decisive, and basis for disqualification.
13. All tractors in classes with an RPM limit must have their RPM sending devices properly mounted and capable of transmitting a valid RPM reading to the remote tachometer on the sled. Inability to transmit a valid RPM reading will result in disqualification for that class that night unless it is determined that the problem is caused by the remote tachometer.
14. If the safety and rules committee has reasonable concern about the accuracy of the reading from the remote tachometer on the sled, the tractor will be checked with a hand tachometer.
15. If a hand tachometer is used, side shields must be taken off when checking RPM. The governor lever must come to the governor stop on all injection pumps and carburetors. 3 officers/tech committee members will perform the check. One will read the hand tachometer, one will observe the governor lever coming to the governor stop, and one will observe the hand throttle to ensure it is held wide open. The hand throttle must be held wide open, and the governor lever must come to the governor stop, for a sufficient time to obtain a reading as determined by the personnel performing the check. The personnel performing the check may pull the throttle wide open themselves.
16. Any RPM violation over 50 RPM over limit will disqualify in that class all accumulated points in that class up to that point. Any RPM violation less than 50RPM will disqualify in that class for that pull only. General disqualification rule also applies.
17. A second violation of the RPM limit rule of 50 RPM or more in the same class division in the same season will result in the tractor and puller being disqualified for one year from the date of violation. General disqualification rule also applies.
18. All tractor classes with a RPM limit must be able to be checked by any safety and rules committee member or is disqualified for that class that night.
19. 2 members of the safety and rules committee from the RPM limited classes, or someone appointed by the officers, will be in charge of the RPM box at each end of the track with the member at the starting line responsible for recording all RPM readings on the line up sheets.
20. Josh Hannah will be in charge of the RPM box off the track and will bring it to each pull. A fee of \$100 to be paid to Josh for his services.
21. NWMTPA will provide a remote tachometer to be mounted on the sled; a hand tachometer; and a “puffer” to be used at all sanctioned events by all members of the association as required per their class rules.

22. The vehicle must remain within boundaries of the contest course during a pull. Going out of bounds disqualifies the contestant and his distance is not measured and recorded (contestant will receive 3 hook points).
23. Notification of disqualification must be made before puller leaves the track.
24. Any contestant when protested by someone else in the same class will be checked for the rule violation in question. The contestant must be protested BEFORE the start of the next class. Any contestant in the last class must be protested before the pull is ruled over.
25. Anything falling from the vehicle (other than fluids) while hooked to the sled will result in disqualification.
26. Any person seen drinking alcohol before operating a pulling vehicle on the pull grounds will be banned from competition for a period of one year.
27. Anyone causing a fight with an association member will be fined \$250 and loss of all accumulated points.
28. Any puller or team member who physically or verbally abuses an officer, safety and rules committee member, track official, or promoter at an event will be disqualified for that event.
29. Any puller or team member who purposely blocks the sled or impedes the operation of the pull (as determined by the officers) will be disqualified for that event.
30. Any flagrant infraction of these rules set by the NWMTPA will be dealt with by the officers and safety and rules committees at their discretion, and will be cause for that person to lose all points up to the time of infraction.
31. Over cubic inch penalty to be 2 years and a day suspension for both driver and tractor.
32. Any nitrous oxide, propane or any other pressurized gas found on a pulling vehicle will result in a 2 year and one day suspension.

ORGANIZATION RULES

1. Membership dues will be \$75 if payment and completed membership application is received before May 1, 2010.
2. Membership dues will be \$100 if payment and completed membership application is received after May 1, 2010.
3. A single event non-voting membership may be purchased for \$25. Single event memberships can compete for placing and prize money, but will not be considered for points except when competing on/driving a vehicle owned by a full NWMTPA member.
4. Memberships are due before the contestant hooks for the first pull.
5. Only paid members are allowed to drive a pulling vehicle in competition in an NWMTPA sanctioned class.
6. There will be one vote per paid participating vehicle of the NWMTPA that hooked in the previous pulling season.
7. Must be present to vote on any NWMTPA business. Voting by proxy is not allowed.
8. Officers will be elected by simple majority vote annually at the annual rules meeting by the organization as a whole (one vote per participating vehicle in the organization).
9. The current year Officers will also serve as the current year Board of Directors. Officers will include President, and First and Second Vice-Presidents, and Secretary/Treasurer.
10. The Secretary/Treasurer is a non-decision making officer/board member, and will be paid \$1,800 per year for their services.
11. In rules and organizational issues affecting the organization as a whole, the organization will vote as a whole on such issues with a simple majority deciding the issue (one vote per participating vehicle in the organization).
12. In rules and organizational issues affecting a particular class, only the class affected will vote on such issues with a simple majority deciding the issue (one vote per participating vehicle).
13. The vehicle/owner must have hooked at 51% of the points pulls offered to the class to vote on class rules. Special consideration may be given to competitors that suffered unusual breakage.
14. A 2/3-majority vote by the members of the participating class who are present at the annual rules meeting is required to unlock the rules of a class with locked rules (one vote per participating vehicle in that class). Class rules may only be unlocked at the annual rules meeting.
15. The Safety and Rules Committees will consist of nine divisions being:
 - Non-Turbo Division Safety and Rules Committee.
 - Pro-Farm Division Safety and Rules Committee
 - Pro-Field A Pump Division Safety and Rules Committee.
 - Pro-Field P Pump Division Safety and Rules Committee
 - Limited Pro-Stock Safety and Rules Committee.
 - Pro-Stock Pickup Safety and Rules Committee.
 - Hot Rod Division Safety and Rules Committee.
 - Diesel Pickup Division Safety and Rules Committee.
 - Open Class Safety and Rules Committee.
16. Each division committee will consist of three members that compete in the division governed by that committee and one member that does not compete in that division.
17. Safety and Rules Committee members for each division will be chosen at the annual rules meeting by the members that compete in that division (one vote per participating vehicle).

2009 Officers and Board of Directors

President	Jason Lewis	11982 200 th Street Coffey, MO 64636	660-533-4425 660-334-0877 Cell
1 st Vice President	Doug Pickering	10 West 10 th Street Grant City, MO 64456	660-564-2495 660-254-1276 Cell
2 nd Vice President	Josh Hannah	16250 County Road 88 Bolckow, MO 64427	816-428-9241 816-383-1788 Cell
Sec/Treasurer	Stephen Luke	P.O. Box 226 Stanberry, MO 64489	660-783-9001 660-582-9489 Cell

Safety and Rules Committees

Non Turbo:	Delvon Hannah, Steve Stoll, Everett Wheeler, Daryl Rapp
Pro-Farm:	Phil Townsend, Dale Kline, Ed Stoll, Corey Miller
Pro Field A Pump:	Jason Lewis, Robert Hill, Bob Rapp, Josh Hannah
Pro Field P Pump:	Ron Schwaninger, Greg Potter, Brian Scott, Josh Hannah
Limited Pro-Stock:	Josh Hannah, Troy Murra, Daniel Bounds, Brian Scott
Pro-Stock Pickup:	Chad Mears, John Cox, Heath Bonnett, Skippy Gardner
Hot Rod:	Bo Enright, Ken Taylor, Zach Hill, Tom Chambers
Diesel Pickup:	Brian Scott, Corey Miller, Adam Harmon, Craig McElfresh
Open:	Dale Wollard, Roger Scott, Allyson Wells, Pete Matt

Points – Daniel Bounds

POINTS SYSTEM

The points system is as follows: 3 points given to each contestant for “showing” at a pull (vehicle on grounds but unable to hook). Hooking to the sled and making a pull attempt will result in points for last place. Additional points will be given for placing in each class as follows.

10 points = 1st place
9 points = 2nd place
8 points = 3rd place
7 points = 4th place
6 points = 5th place
5 points = 6th place
4 points = 7th place
3 points = 8th place
2 points = 9th place
1 points = 10th place

Point champions for each class will receive a jacket, \$100 cash, and next year’s membership free.

Any ties in total year end points will be broken and winner decided by comparing who won the most 1st places in that class for that season between the tied individuals. If the tied individuals have the same number of 1st places, then will use the most 2nd places, and so on and so forth.

6 points will be awarded to each pulling vehicles that attends and passes certification at association tech day in each class the pulling vehicle passes certification in.