

NWMTPA

Northwest Missouri Tractor Pullers Association

2016

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 7 days before the date of their event. Any class additions/deletions must be submitted to the Secretary in writing no later than 7 days before the date of the event. The promoter's class selection is locked beginning 6 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. A late fee of \$100 will be charged to promoters for contracts received after the contract due date. (Excludes new events booked/sanctioned after the contract due date).
8. 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.
9. ***A class must hook at 3 events to be considered a Points Championship Class.***
10. Promoters that choose the 4.1 Limited Pro-Stock class are responsible for setting prize money and contacting competitors for this class. It is highly recommended that promoters wanting to offer this class check the schedules of other associations (Nebraska Bush, PPL, Outlaws, etc.) to avoid any scheduling conflicts for this class.
11. 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.
12. At an event where a division hooks twice, all divisions will hook once before any division hooks a second time.
13. Insurance for exhibition pulls and non-NWMTPA-sanctioned classes will be the sole responsibility of the promoter.
14. 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.
15. 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.
16. The promoter must use an NWMTPA approved sled.
17. The promoter must provide an announcer and sound system.
18. 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.
19. ***If the promoter wants a person/s to do their sign-up and keep their score sheets for them, NWMTPA is now offering that service for \$150.00 per event.***
20. The promoter must provide two people to hook and unhook the sled.

21. The promoter must provide a box scraper, roller (rubber tire preferred), tractors and operators for track maintenance during the event.
22. Alcohol consumption by track crew personnel is not allowed during the event.
23. No extra riders are allowed on track maintenance vehicles that do not have an enclosed cab.
24. The track official will supervise and direct the maintenance of the track during the event.
25. The promoter must provide a pulling track with a minimum width of 30 ft.
26. 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.
27. 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').
28. Track boundaries must be marked with straight chalk lines on both sides of the track.
29. 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.
30. The 4 current NWMTPA officers also receive Free Admission to the event.
31. ***The 5 current NWMTPA Tech Officials also receive Free Admission to the event.***
32. ***The NWMTPA Officers and Tech Officials will have photo ID badges to know who they are at the events.***
33. 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.
34. 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.
35. All contestants will pay a \$10 entry fee (\$20 for Open Classes) at the time of entry, and will draw for pulling position at the time of entry. The promoter will retain all entry fees.
36. Contestants in the first two scheduled classes at an event must be registered 30 minutes before the scheduled start time of the event.
37. No pulling vehicle can participate in more than two classes per pulling event. Both the 6,500# Open and the Unlimited Open Classes will count as one of these two hooks.
38. Once a class has started no more entries will be allowed.
39. 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.
40. Trophies will be optional to the promoter.
41. 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.
42. The association requests that the National Anthem be played at the beginning of the event.
43. If a pull is rained out during the event, the classes that are complete will receive points and prize money as listed in the Rule Book. A class that is not completed, the pullers that are signed up in the class will receive 3 hook points and the promoter must pay out prize money divided evenly to pullers entered in the class. The classes that have not been started, the pullers signed up at the time of the rain out will receive 3 hook points.

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. *Any prize money not picked up at the end of the night, goes back to the promoter.*

5500 & 6500 Non-Turbo (1 or 2 hooks)

1st-\$100, 2nd-\$80, 3rd-\$50, 4th-\$40, 5th-\$30, 6th-\$20, 7th-\$15 Total= \$335

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

1st-\$140, 2nd-\$120, 3rd-\$105, 4th-\$90, 5th-\$75, 6th-\$60, 7th-\$50, 8th-\$40 Total= \$680

8500 Pro-Field A Pump

1st-\$155, 2nd-\$135, 3rd-\$120, 4th-\$105, 5th-\$90, 6th-\$75, 7th-\$70 Total= \$750

8500 Limited Pro-Stock

(1 hook): 1st-\$225, 2nd-\$185, 3rd-\$160, 4th-\$125, 5th-\$110, 6th-\$95, Total= \$900

6000 Hot Rod

1st-\$120, 2nd-\$100, 3rd-\$80, 4th-\$60, 5th-\$40 Total= \$400

6,500 Hot Rod/Pro-Stock 4x4 Combo

1st-\$250, 2nd-\$200, 3rd-\$150, 4th-\$100, 5th-\$50 Total=\$750

9000 Pro-Field P Pump

1st-\$185, 2nd-\$160, 3rd-\$135, 4th-\$125, 5th-\$105, 6th-\$85, 7th-\$75 Total= \$870

6200 Pro-Stock 4X4

1st-\$250, 2nd-\$200, 3rd-\$150, 4th-\$100, 5th-\$50 Total= \$750

2.6” Turbo Diesel Pickup

1st-\$200, 2nd-\$150, 3rd-\$100, 4th-\$75, 5th-\$50 Total= \$575

2.5” Turbo Stock Diesel Pickup

1st-\$200, 2nd-\$150, 3rd-\$100, 4th-\$60, 5th-\$40 Total= \$550

Unlimited Open Class

1st-\$250, 2nd-\$200, 3rd-\$150, 4th-\$100, 5th-\$50 Total= \$750

6,500# Open Class

1st-\$170, 2nd-\$145, 3rd-\$120, 4th-\$95, 5th-\$70 Total=\$600

4.1 Limited Pro-Stock

Prize money to be determined by the promoter.

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, tech officials, 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, tech officials, 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 on the sign-in sheet of each class will serve as flagman for the next class, or find a suitable replacement approved by the NWMTPA, if no one shows up to flag, the said puller loses prize money and prize points for the class, or any member that volunteers to flag the whole contest will be paid \$100.
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. A puller in a Pull Off gets 2 attempts to make the pull.
10. 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.
11. 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.
12. 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.
13. Contestants will be allowed to spot the sled. They should inform the sled operator before the sled is positioned for their pull attempt.
14. No excessive jerking when starting the sled or during the pull.
15. 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.
16. 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.
17. There is no "out of bounds" after 300'. However, the track official may stop the puller's attempt if a safety issue arises.
18. 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.

19. 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 tech official 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.
7. When certifying weight in more than one class, you must leave the scales to add or remove weight.
8. **Starting with the 2016 Pulling season, all pulling vehicles must weight at each pull when scales are available, unless your class has rules stating otherwise. When scales are not present, they will use their certified weight on their sticker.**

5500 & 6500 Non-Turbo Rules

1. Maximum weight will be 5500lbs & 6500lbs in the respective classes.
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.
6. All pulling vehicles running anywhere, whether on the track, in the staging area, or in the pit area, must be attended to within 10' of the vehicle by an association member, or be disqualified for that class.
7. All drivers must remain seated while operating their pulling vehicle on the track or will be disqualified (general disqualification rule applies).
8. Drivers must wear a safety helmet and a single layer fire suit during competition (a full-faced helmet, helmet face shield, head sock, fire resistant gloves, and fire resistant shoes are recommended).
9. All tractors must have fire extinguishers on board and in working condition.

10. All tractors must be equipped with a dead man throttle to bring the vehicle to idle when released.
11. 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.
12. 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.
13. 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.
14. All ether bottles (starting aids) must be placed outside of engine compartment.
15. 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.
16. Drawbars must be rigid in all directions with no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1.5", plus or minus, per foot of length. This translates into a legally allowed 10 degrees or less of drawbar angle.
17. Gas engines will only use gasoline for fuel.
18. Diesel engines will only use diesel fuel for fuel.
19. No fuel additives such as nitrous oxide will be allowed.
20. Lubricating oil can be added to the fuel on diesel engines.
21. All tractors must be equipped with stock appearing factory block or factory replacement for make and model of tractor being pulled.
22. All tractors must be equipped with individual working rear brakes.
23. Gas tractors must be equipped with stock appearing carburetor.
24. Maximum wheelbase for all tractors to be 114" measured from the center of the rear axle to the center of front axle.
25. Maximum tractor length for all tractors 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.
26. No computers are allowed that controls any mechanical operation of the vehicle.
27. 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.
28. A 1" diameter light will be placed in proximity to the hook point and sensor to aid in hooking the vehicle to the sled.
29. 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.
30. All tractors must provide a clear view from the hitch straight up with a width of 8", and this area must be free from obstructions. This means that no weights should be placed in an area 8" wide extending upward from the top of the drawbar.
31. Maximum tire size will be 18.4x34 or 16.9x34 or 16.9x38 only
32. Maximum cubic inch will be 350 with a 1% tolerance.
33. Maximum rpm will be 2800 with no tolerance given.

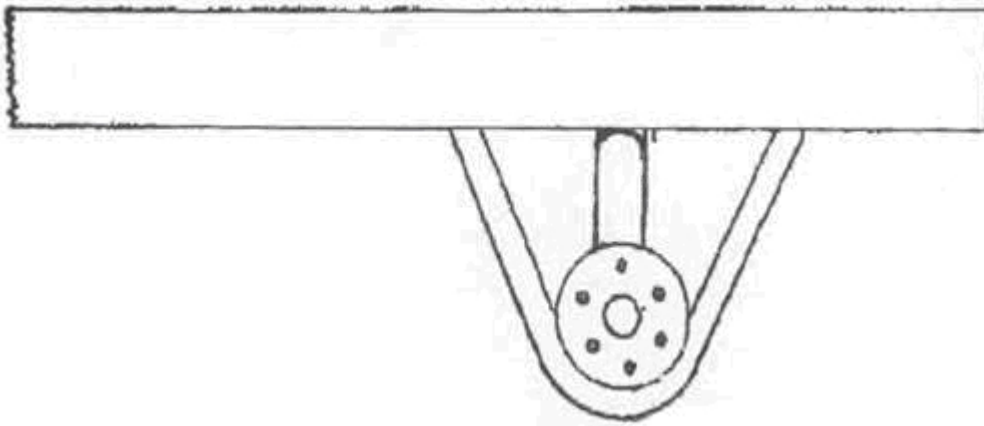
34. The class is in charge of reading the RPM Box.
35. If the remote tachometer registers over 2800rpm, the driver must be notified before leaving the track, and must pull to the end of the track out of the way and checked with the association hand tachometer one time. If the hand tachometer registers 2800rpm or less, the hand tachometer will overrule the remote tachometer.
36. All association RPM rules violation penalties will apply.
37. Gas or LP head on gas tractors only. Diesel heads on diesel tractors only. No addition of sparkplugs to diesel heads is allowed.
38. *OEM heads only, NO aluminum, billet, or overhead cams allowed.*
39. Tractors must be naturally aspirated. No superchargers or other air pumps allowed.
40. Certified weight will be used, but all tractors must cross the scales at events where the scales are available.
41. Must have engine side shielding made of steel or aluminum and 16 guage or .060 thick.
42. Other than the driver, no other riders are allowed in or on the pulling vehicle at any time, whether on the track, in the staging area, or in the pit area.
43. *Rules are locked through the 2016 season.*
44. To receive points, a constant must give vehicle number when signing up for the class they are pulling in.
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8500 & 9200 Pro-Farm Rules

1. Maximum weight will be 8500lbs & 9200lbs in the respective classes.
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.
6. All pulling vehicles running anywhere, whether on the track, in the staging area, or in the pit area, must be attended to within 10' of the vehicle by an association member, or be disqualified for that class.
7. All drivers must remain seated while operating their pulling vehicle on the track or will be disqualified (general disqualification rule applies).
8. All pulling vehicles must have fire extinguishers on board and in working condition.
9. Drivers must wear a safety helmet and a single layer fire suit during competition (a full-faced helmet, helmet face shield, head sock, fire resistant gloves, and fire resistant shoes are recommended).
10. All pulling vehicles must be equipped with a dead man throttle to bring the vehicle to idle when released. 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.
11. 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.
12. 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 tractors are required to have bumpers on their stabilizer bars that extend behind

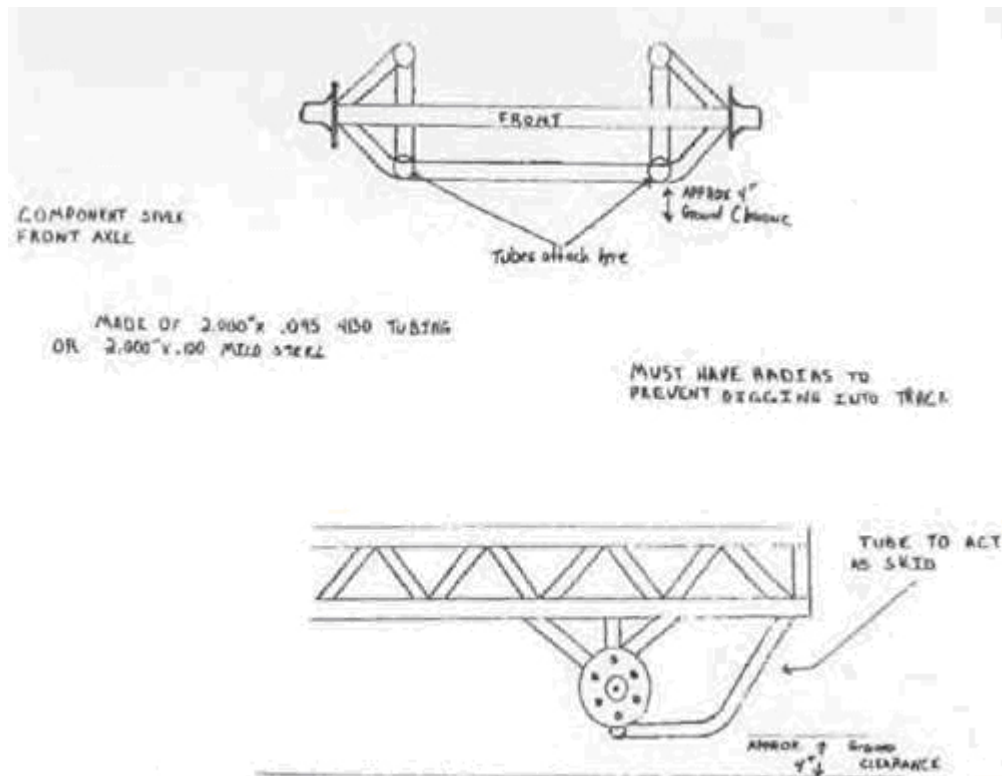
the rear wheels.

13. All tractors must have a wide front axle.
14. 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.
15. All ether bottles (starting aids) must be placed outside of engine compartment.
16. All 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.
17. All tractors must have engine side shielding made of steel or aluminum and be 16 gauge or .060 thick.
18. Diesel tractors must have air kill switches sufficient to stop engine.
19. 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.
20. All tractors with inline pumps must have a 3 way fuel shut off system that can be activated from the driver's seat.
21. Other than the driver, no other riders are allowed in or on the pulling vehicle at any time, whether on the track, in the staging area, or in the pit area.
22. All tractors must have front axle skid plates.
23. 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.



24. Each contestant must furnish a hitching device with a hole at least 3" wide x 3.75" long. It must be bolted tightly or welded to the draw bar. 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.
25. Drawbars must be rigid in all directions with no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1.5", plus or minus, per foot of length. This translates into a legally allowed 10 degrees or less of drawbar angle.
26. Diesel engines will only use diesel fuel for fuel.
27. No fuel additives such as nitrous oxide will be allowed.
28. Lubricating oil can be added to the fuel on diesel engines.
29. All tractors must be equipped with stock appearing factory block or factory replacement for make and model of tractor being pulled.
30. All tractors must be equipped with individual working rear brakes.
31. No aluminum heads will be allowed.
32. A curved exhaust pipe is not allowed. All exhaust will discharge vertically. Cross bolts 3/8 inch in diameter are to be used in the exhaust system of turbo tractors.
33. Maximum wheelbase for all tractors to be 114" measured from the center of the rear axle to the center of front axle.
34. Maximum tractor length for all tractors 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.
35. No computers are allowed that controls any mechanical operation of the vehicle.
36. 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.

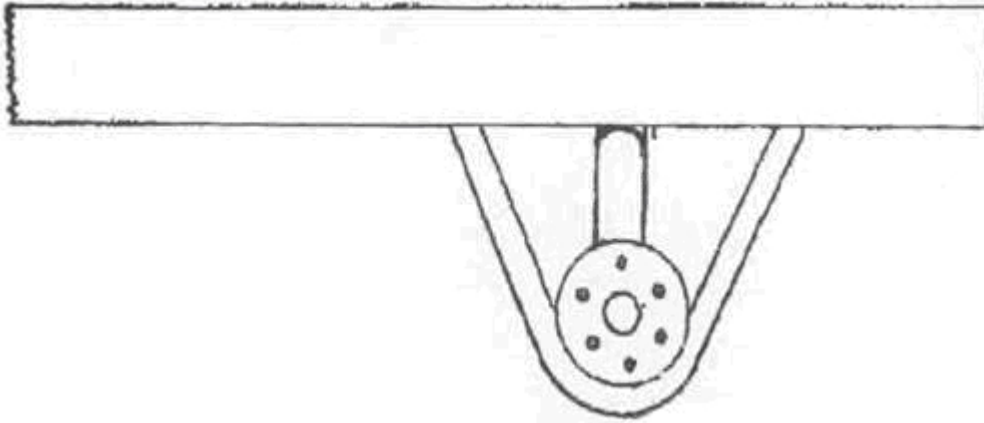
37. A 1" diameter light will be placed in proximity to the hook point and sensor to aid in hooking the vehicle to the sled.
38. All tractors in classes with an RPM limit will have their RPM sending device connected to the remote tachometer as they pull the sled down the track when the remote tachometer is mounted on the sled.
39. All tractors must provide a clear view from the hitch straight up with a width of 8", and this area must be free from obstructions. This means that no weights should be placed in an area 8" wide extending upward from the top of the drawbar.
40. *Maximum tire size will be 20.8x38 or 24.5x32 (HP'are allowed)*
41. Maximum cubic inch will be 466.
42. Maximum rpm will be 2800.
43. The class is in charge of reading the RPM Box
44. 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 2800 rpm or less, the hand tachometer will overrule the remote tachometer.
45. The hand tachometer will be used at the end of the track if the RPM box is not working properly.
46. 12mph maximum speed limit.
47. 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.
48. A cone must be placed along the track at the 130' mark, or the appropriate mark for the front of the sled when the back of the sled is at the 100" mark.
49. Force induction motors limited to one pressure stage (ie single turbocharger).
50. Water injection systems are allowed. Only water and approved lubricant is allowed.
51. OEM heads only.
52. No aluminum or 4 valve heads allowed.
53. Number 2 diesel fuel for diesel motors only. No pressurized fuel sources of any type (IE LP, NOS etc.)
54. Homemade frames and front end are allowed.
55. One fuel injection pump for Diesel motors. Fuel pump limits will be the same as the Pro-Field class. (IE Any "A" pump is allowed, but No Billet Housings, 13mmp Model 100, .450 Roosamaster, 11.5mm Simms.
56. Fabricated manifolds are allowed.
57. No component tractors-must have tractor transmission and rear end.
58. No "shift-on-the-fly" (ie torque amplifiers, powershifts, over/unders etc...) can be used during the run.
59. Disqualification for exceeding 12mph and rpm's will be disqualification for that class only.
60. Gas engines can run carburetor of choice.
61. To receive points, a constant must give vehicle number when signing up for the class they are pulling in.
62. Kill Switches must be Zip Tied.
63. In case of sled malfunction in that distance and or speed cannot be obtained, participating tractors will evenly split prize money and points.

8500 Pro-Field A Pump Rules

1. Maximum weight will be 8500lbs.
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.
6. All pulling vehicles running anywhere, whether on the track, in the staging area, or in the pit area, must be attended to within 10' of the vehicle by an association member, or be disqualified for that class.
7. All drivers must remain seated while operating their pulling vehicle on the track or will be disqualified (general disqualification rule applies).
8. All pulling vehicles must have fire extinguishers on board and in working condition.
9. All 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).
10. All pulling vehicles must be equipped with a dead man throttle to bring the vehicle to idle when released.
11. 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.
12. 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 tractors are required to have bumpers on their stabilizer bars that extend behind the rear wheels.
13. All tractors must have a wide front axle.
14. 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.
15. All ether bottles (starting aids) must be placed outside of engine compartment.
16. All tractors must have an SFI scatter blanket that covers clutch housing 360 degrees. Safety blankets must be inside of safety tie bars.
17. All 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.
18. 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.
19. All tractors other Hot Rods must have engine side shielding made of steel or aluminum and be 16 gauge or .060 thick.
20. Diesel tractors must have air kill switches sufficient to stop engine.
21. 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.
22. All tractors with inline pumps must have a 3 way fuel shut off system that can be activated from the driver's seat.

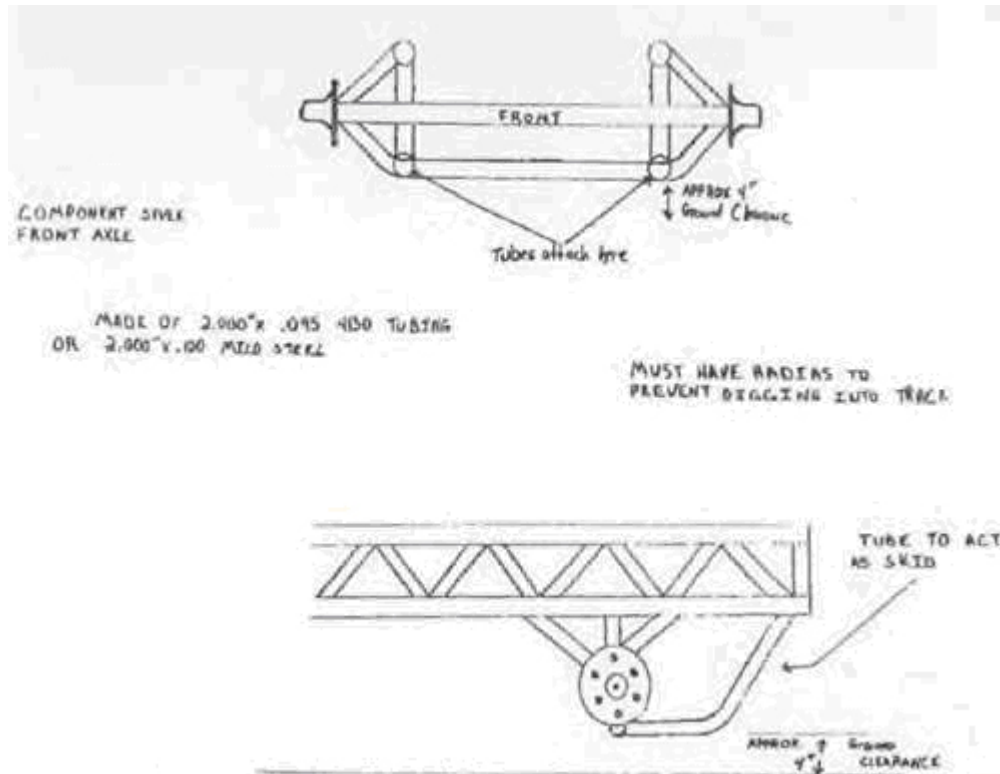
23. Other than the driver, no other riders are allowed in or on the pulling vehicle at any time, whether on the track, in the staging area, or in the pit area.
24. All tractors must have front axle skid plates.

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.



25. Each contestant must furnish a hitching device with a hole at least 3" wide x 3.75" long. It must be bolted tightly or welded to the draw bar. 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.
26. Drawbars must be rigid in all directions with no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1.5", plus or minus, per foot of length. This translates into a legally allowed 10 degrees or less of drawbar angle.
27. No fuel additives such as nitrous oxide will be allowed.
28. Lubricating oil can be added to the fuel on diesel engines.
29. All tractors must be equipped with stock appearing factory block or factory replacement for make and model of tractor being pulled.
30. All tractors must be equipped with individual working rear brakes.
31. A curved exhaust pipe is not allowed. All exhaust will discharge vertically. Cross bolts 3/8 inch in diameter are to be used in the exhaust system of tractors.
32. With the exception of water and approved lubricant, the use of alcohol or any other substance is prohibited for injection purposes.
33. Maximum wheelbase for all tractors to be 114" measured from the center of the rear axle to the center of front axle.
34. Maximum tractor length for all tractors 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.
35. No computers are allowed that controls any mechanical operation of the vehicle.
36. 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.

37. A 1" diameter light will be placed in proximity to the hook point and sensor to aid in hooking the vehicle to the sled.
38. 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.
39. All tractors must provide a clear view from the hitch straight up with a width of 8", and this area must be free from obstructions. This means that no weights should be placed in an area 8" wide extending upward from the top of the drawbar.
40. Maximum tire size will be 24.5x32 or 20.8x38. **(HP's are allowed)**.
41. Maximum cubic inch will be 466 with 1% tolerance.
42. Maximum rpm will be 3500.
43. The class is in charge of reading the RPM Box
 - 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.
44. Engine block, transmission, rear end housings and sheet metal must all be from the same manufacturer.
45. 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.
46. Maximum two valves per cylinder.
47. No aluminum, billet or re-cast heads allowed.
- 48. Outlaw/VP Spec Fuel from must be used.**
- 49. A pitcock needs to be placed somewhere in the fuel system, so a fuel sample can be taken.**
50. One fuel injection pump allowed. Can run any one of these four injection pumps listed with their limitations regardless of make/model of tractor.
 - A Maximum of (1) Bosch "A" pump. No Limits, No Billet Housings.
 - No P pumps or larger allowed, even if motor is de-cubed.
51. One turbocharger allowed per tractor.

Turbo must be the 2.8" inlet box style turbo or a 2.75" or smaller inlet turbo meeting the following specifications.

A 2.8" box turbo is allowed. Must be a Garrett GT4294 or GT4294R (with one of the four manufactured exhaust housings: 1.01, 1.15, 1.28, or 1.42) and run in its stock unaltered form. Push in slugs are allowed in this turbo for tuning purposes, but turbo housings can not be altered in any way (reducers/slugs must be of the push-in style). Turbo maximum inlet size (excluding reducers/ slugs) is 2.800"-2.804" to allow for manufacturing variances. A factory Map width enhancement groove of .102-

.106 is allowed.

Otherwise, any alternate turbo can be used but must meet the following specifications:

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. MAP width enhancement must be in stock location and unaltered in any way.

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.

Maximum 3.00" outlet size measured at the face of the exhaust wheel. The exhaust wheel must be unaltered. No additional provisions for air exit must be made in the exhaust housing.

No billet compressor wheels are allowed.

There will be a \$25 protest fee to have any one person's turbo inspected.

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.

52. Water injection systems are allowed. **Only Outlaw/VP Spec water from will be allowed.**

53. **A pitcock needs to be placed somewhere in the water system, so a water sample can be taken.**

54. Inter-coolers are not allowed.

55. All pro-field tractors must be equipped with at least a 2-bar roll cage.

- 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.

56. On all tractors using a roll cage, the driver must use a four-point safety harness securely fastened to the roll cage.

57. Shifting on the fly is still allowed. Up Shifting during the pass is allowed, but no Down Shifting allowed.

58. To receive points, a constant must give vehicle number when signing up for the class they are pulling in.

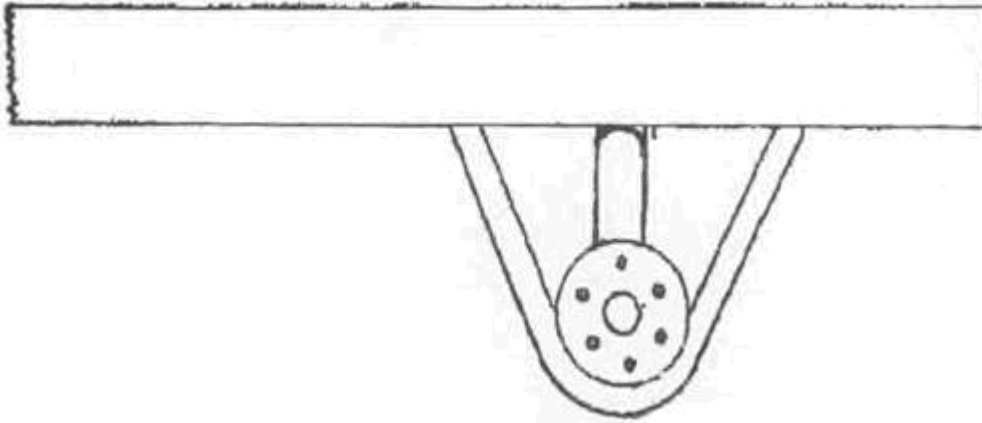
59. Kill Switches must be Zip Tied.

9000 Pro-Field P Pump Rules

1. *Maximum weight will be 9000lbs.*
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.
6. All pulling vehicles running anywhere, whether on the track, in the staging area, or in the pit area, must be attended to within 10' of the vehicle by an association member, or be disqualified for that class.
7. All drivers must remain seated while operating their pulling vehicle on the track or will be disqualified (general disqualification rule applies).
8. All pulling vehicles must have fire extinguishers on board and in working condition.
9. All drivers must wear a full-faced safety helmet, single layer fire suit, and fire retardant gloves

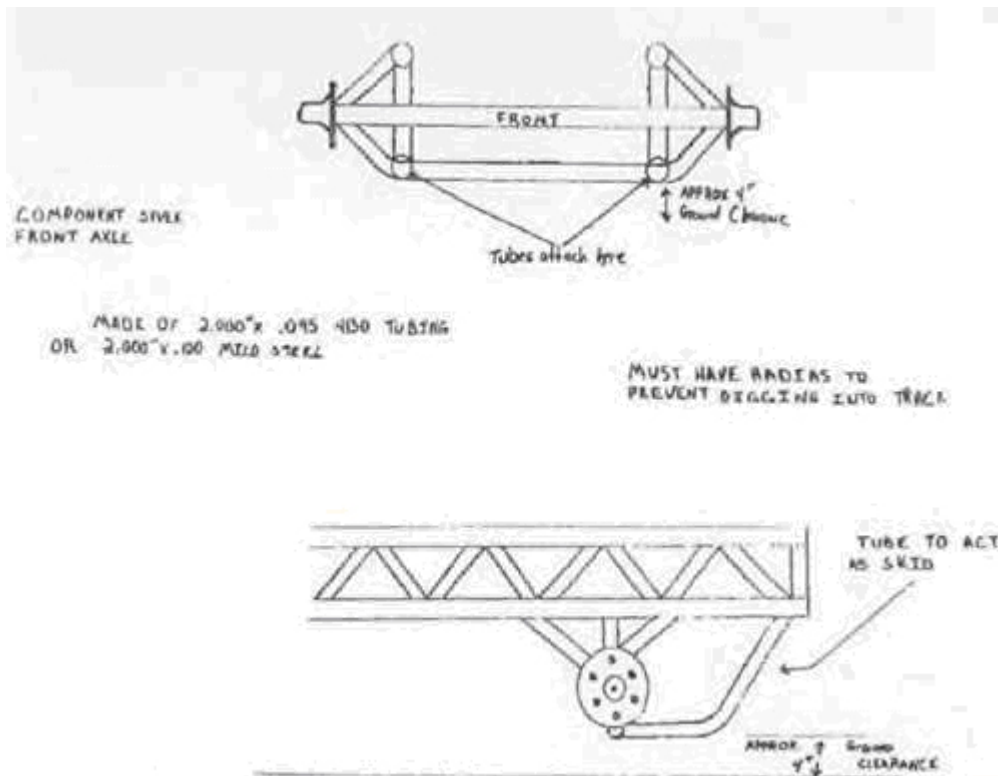
- during competition (helmet face shield, head sock and fire resistant shoes are recommended).
10. All pulling vehicles must be equipped with a dead man throttle to bring the vehicle to idle when released.
 11. All tractors must have a strong and rigid seat that is securely fastened to the tractor. All tip seats must be securely fastened while pulling.
 12. 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 tractors are required to have bumpers on their stabilizer bars that extend behind the rear wheels.
 13. All tractors must have a wide front axle.
 14. 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.
 15. All ether bottles (starting aids) must be placed outside of engine compartment.
 16. All tractors must have an SFI scatter blanket that covers clutch housing 360 degrees. Safety blankets must be inside of safety tie bars.
 17. All 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.
 18. 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.
 19. All tractors must have engine side shielding made of steel or aluminum and be 16 gauge or .060 thick.
 20. Diesel tractors must have air kill switches sufficient to stop engine.
 21. 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.
 22. All tractorss with inline pumps must have a 3 way fuel shut off system that can be activated from the driver's seat.
 23. Other than the driver, no other riders are allowed in or on the pulling vehicle at any time, whether on the track, in the staging area, or in the pit area.
 24. All 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 form 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 in line 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.



25. Each contestant must furnish a 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.

26. Drawbars must be rigid in all directions with no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1.5", plus or minus, per foot of length. This translates into a legally allowed 10 degrees or less of drawbar angle.
 27. No fuel additives such as nitrous oxide will be allowed.
 28. Lubricating oil can be added to the fuel on diesel engines.
 29. All tractors must be equipped with stock appearing factory block or factory replacement for make and model of tractor being pulled.
 30. All tractors must be equipped with individual working rear brakes.
 31. A curved exhaust pipe is not allowed. All exhaust will discharge vertically. Cross bolts 3/8 inch in diameter are to be used in the exhaust system.
 32. With the exception of water and approved lubricant, the use of alcohol or any other substance is prohibited for injection purposes.
 33. Maximum wheelbase for all tractors to be 114" measured from the center of the rear axle to the center of front axle.

 34. Maximum tractor length for all tractors 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.
 35. No computers are allowed that controls any mechanical operation of the vehicle.
 36. 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.
 37. A 1" diameter light will be placed in proximity to the hook point and sensor to aid in hooking the vehicle to the sled.
 38. 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.
 39. All tractors must provide a clear view from the hitch straight up with a width of 8", and this area must be free from obstructions. This means that no weights should be placed in an area 8" wide extending upward from the top of the drawbar.
 40. Maximum tire size will be 24.5x32 or 20.8x38. (HP's are allowed).
 41. Maximum cubic inch will be 466 with 1% tolerance for wear.
 42. Maximum rpm will be 3500
 43. No Deck Plates Allowed.
 44. The class is in charge of reading the RPM Box
- 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.

45. Engine block, transmission, rear end housings and sheet metal must all be from the same manufacturer.
46. 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.
47. Maximum two valves per cylinder.
48. No aluminum, billet or re-cast heads allowed.
49. **Outlaw/VP Spec Fuel** from must be used.
50. A pitcock needs to be placed somewhere in the fuel system, so a fuel sample can be taken
51. **Outlaw/VP Water** injection systems are allowed. Only Spec water from will be allowed.
52. A pitcock needs to be placed somewhere in the water system, so a water sample can be taken
53. Top 3 finisher Fuel and Water will be pulled at each event after every 4th event.
54. Fuel and Water penalties--!st offense= Loss of accumulated points. 2nd offense=Puller and Vechele are out for 1 year from date of offense.
55. Gasoline, ether, oxygen, alcohol, nitrous oxide, nitromethane, glycerol, and propane (or any combination thereof) are all illegal fuels for primary or secondary fuels.
56. 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.
57. One turbocharger allowed per tractor. Turbo must be the box style charger or a charger meeting the following specifications.
 - If running a P Pump ONLY the 3"(larger) box turbo is allowed. 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. Push in slugs are allowed in this turbo for tuning purposes but turbo housings can not be altered in any way (reducers/slugs must be of the push-in style).
 - If running an A Pump a 2.8" box turbo is allowed. Must be a Garrett GT4294 or GT4294R (with one of the four manufactured exhaust housings: 1.01, 1.15, 1.28, or 1.42) and run in its stock unaltered form. Push in slugs are allowed in this turbo for tuning purposes, but turbo housings can not be altered in any way (reducers/slugs must be of the push-in style). Turbo maximum inlet size (excluding reducers/ slugs) is 2.800"-2.804" to allow for manufacturing variances. A factory Map width enhancement groove of .102-.106 is allowed.
 - Otherwise if running an A pump, any 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.
 - No bigger than a 3" exhaust wheel.
 - No Billet Wheels.

- 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.
58. NWMTPA can run maximum allowed Turbo for the Pro-Field Class at the Missouri State Fair.
59. No type of inter-cooler systems are allowed.
60. All pro-field tractors must be equipped with at least a 2-bar roll cage.
- 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.
61. On all tractors using a roll cage, the driver must use a four-point safety harness securely fastened to the roll cage.
62. No u-bolt style dual hubs allowed. Weld on style plates are highly recommended.
63. No Profabs allowed.
64. No "shift-on-the-fly" (ie torque amplifiers, powershifts, over/unders etc...) can be used during the run.
65. To receive points, a constant must give vehicle number when signing up for the class they are pulling in.
66. Kill Switches must be Zip Tied.
- 67.**

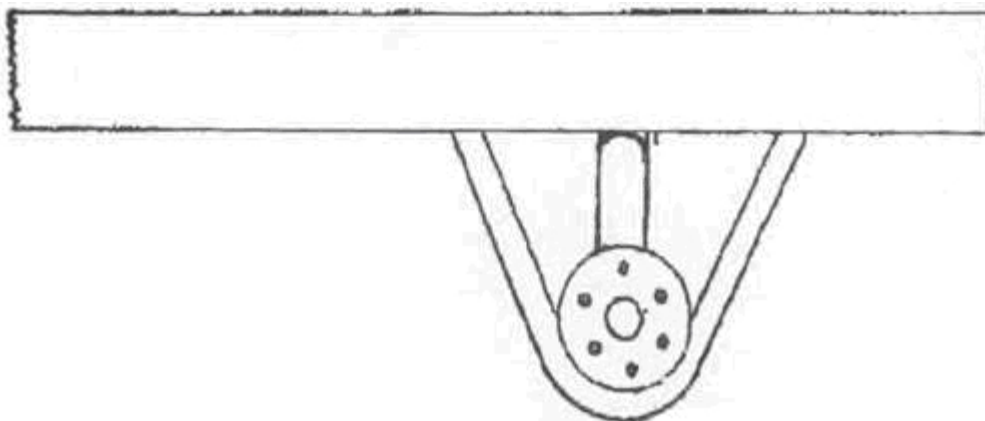
8500 Limited Pro-Stock Rules

1. Maximum weight will be 8500lbs.
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.
6. All pulling vehicles running anywhere, whether on the track, in the staging area, or in the pit area, must be attended to within 10' of the vehicle by an association member, or be disqualified for that class.
7. All drivers must remain seated while operating their pulling vehicle on the track or will be disqualified (general disqualification rule applies).
8. All pulling vehicles must have fire extinguishers on board and in working condition.
9. All 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).
10. All pulling vehicles must be equipped with a dead man throttle to bring the vehicle to idle when released.
11. 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.
12. 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 tractors are required to have bumpers on their stabilizer bars that extend behind the rear wheels.

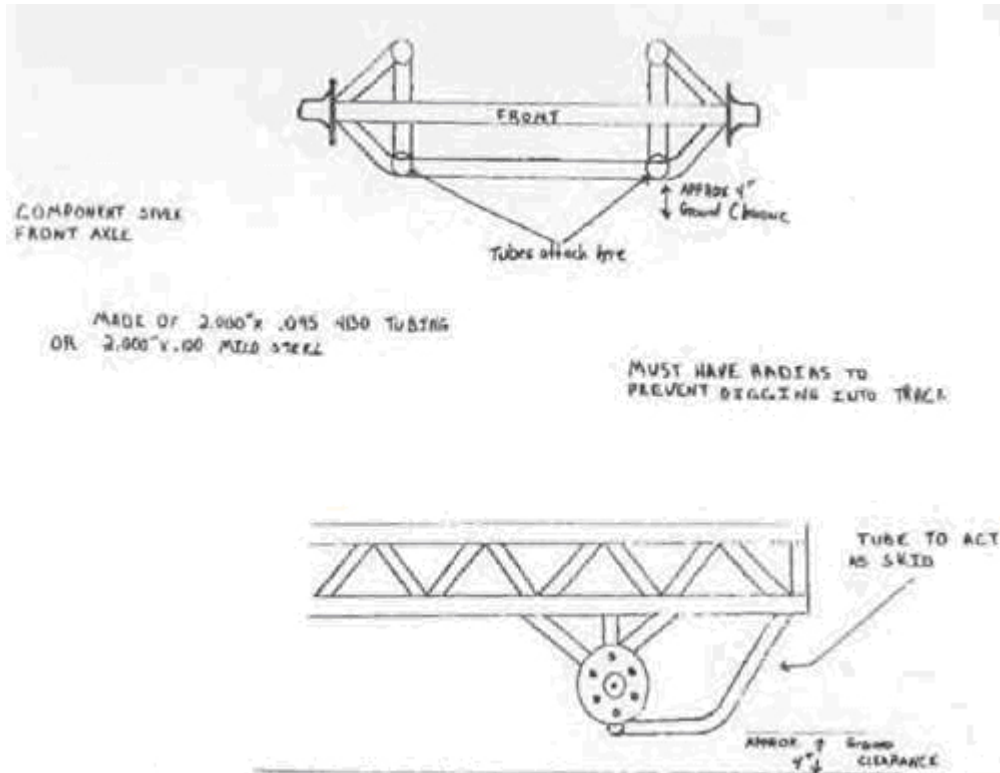
13. All tractors must have a wide front axle.
14. All tractors must be equipped with fenders to provide protection for the drivers from the rear tires. The fenders must be strong enough to support the driver's weight.
15. All ether bottles (starting aids) must be placed outside of engine compartment.
16. All tractors must have an SFI scatter blanket that covers clutch housing 360 degrees. Safety blankets must be inside of safety tie bars.
17. 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.
18. All 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.
19. 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.
20. All tractors must have engine side shielding made of steel or aluminum and be 16 gauge or .060 thick.
21. Diesel tractors must have air kill switches sufficient to stop engine.
22. 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.
23. All tractors with inline pumps must have a 3 way fuel shut off system that can be activated from the driver's seat.
24. Other than the driver, no other riders are allowed in or on the pulling vehicle at any time, whether on the track, in the staging area, or in the pit area.
25. All 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.



26. Each contestant must furnish a 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.
27. Drawbars must be rigid in all directions with no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1.5", plus or minus, per foot of length. This translates into a legally allowed 10 degrees or less of drawbar angle.
28. All tractors will only use Outlaw/VP spec diesel fuel and water.
29. No fuel additives such as nitrous oxide will be allowed.
30. All tractors must be equipped with stock appearing factory block or factory replacement for make and model of tractor being pulled.
31. All tractors must be equipped with individual working rear brakes.
32. No aluminum heads will be allowed on any tractor.
33. A curved exhaust pipe is not allowed. All exhaust will discharge vertically. Cross bolts 3/8 inch in

diameter are to be used in the exhaust system.

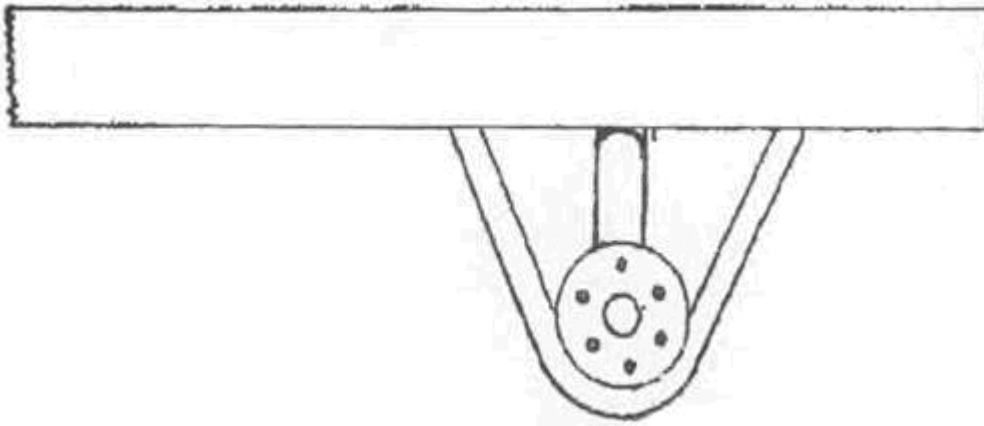
34. Maximum wheelbase for all tractors to be 114" measured from the center of the rear axle to the center of front axle.
35. Maximum tractor length for all tractors will be 13' from the center of the rear axles to the furthest point forward (including weights). All tractors can have a 6" maximum tow loop that may exceed the 13' limit.
36. No computers are allowed that controls any mechanical operation of the vehicle.
37. A 1" diameter light will be placed in proximity to the hook point and sensor to aid in hooking the vehicle to the sled.
38. All tractors must provide a clear view from the hitch straight up with a width of 8", and this area must be free from obstructions. This means that no weights should be placed in an area 8" wide extending upward from the top of the drawbar.
39. Maximum tire size will be 24.5x32 (Maximum 48 lugs/tire). (**HP's are allowed**)
40. Maximum cubic inch will be 640.
41. Roll cage mandatory. Cage will be constructed as per NWMTPA Limited Pro-stock specifications. Copies of the specification may be obtained from the NWMTPA.
42. One turbocharger allowed with the following limitations:
 - 471-640 cubic inch motors are limited to a **Smooth Bore 3x3 Turbo**.
 - 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".
 - The 2015 Outlaw "Light Limited Pro" Legal Turbo may be used at 8,200# **and must be run with OEM Manifolds. After a few pulls this will be evaluated.**
43. After Market and Homemade Intakes and Exhaust Manifolds are allowed, **except with Lt. Limited Pro Outlaw Turbo.**
44. Up to a 5/8 inch Deck Plates are allowed.
45. Diesel fueled tractors only.
46. Motor, transmission, clutch housing and rear end must be in factory position.
47. Limited to one P-series injection pump only, with stock Bosch housing only- no billet pump housings. One barrel and plunger limit per cylinder. **13mm Barrel and Plunger Limit.**
48. Turbo exhaust bolt pattern no larger than 2.750" x 3.25", or 69mm x 88mm for 3x3 turbos.
49. 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).
50. 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. 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.
51. 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 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.
52. No waste gates, or waste gated exhaust housings.
53. No air entry after 3" opening in compressor or housing except for the MWE of the Garrett GT-42 turbo noted above.
54. No variable geometry turbos.
55. Tractor must operate with hood and grill.
56. OEM heads only, no billet heads allowed. Maximum of 2 valves per cylinder.
57. **A pitcock needs to be placed somewhere in the fuel system, so a fuel sample can be taken.**

58. **A pitcock needs to be placed somewhere in the water system, so a water sample can be taken.**
59. To receive points, a constant must give vehicle number when signing up for the class they are pulling in.
60. Kill Switches must be Zip Tied.
- 61.

6000 Hot Rod Rules

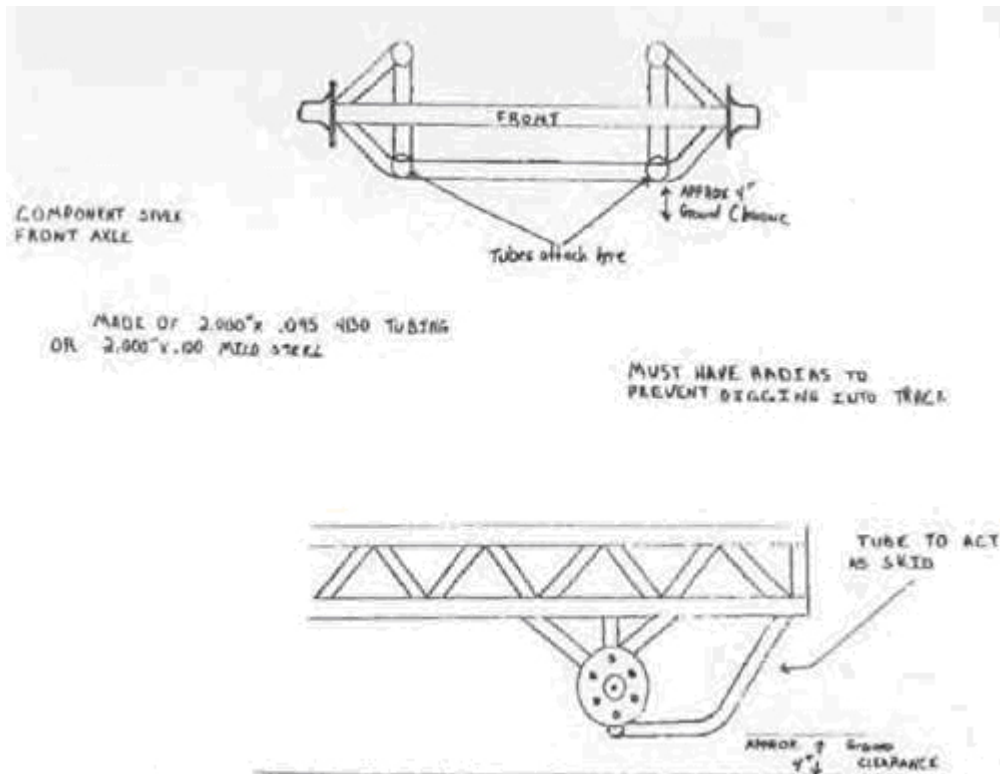
1. Maximum weight will be 6000lbs (clutch equipped)/6200lbs (automatic transmission equipped) in the 6000lb class.
2. All weights must be securely fastened to the vehicle.
3. Weights must not interfere with the sled or the sled chain.
4. Rear weights can not extend more than three inches behind the rear tires.
5. All pulling vehicles running anywhere, whether on the track, in the staging area, or in the pit area, must be attended to within 10' of the vehicle by an association member, or be disqualified for that class.
6. All drivers must remain seated while operating their pulling vehicle on the track or will be disqualified (general disqualification rule applies).
7. All pulling vehicles must have fire extinguishers on board and in working condition.
8. All drivers must wear a full-faced safety helmet, single layer fire suit, and fire retardant gloves during competition. If running Alcohol a driver must also wear helmet face shield, head sock and fire resistant shoes.
9. All pulling vehicles must be equipped with a dead man throttle to bring the vehicle to idle when released.
10. 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.
11. 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 hot rod tractors are required to have bumpers on their stabilizer bars that extend behind the rear wheels.
12. All tractors other must have a wide front axle.
13. 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.
14. 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.
15. Gasoline tractors must have ignition kill switches.
16. 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.
17. Other than the driver, no other riders are allowed in or on the pulling vehicle at any time, whether on the track, in the staging area, or in the pit area.
18. All 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.



19. 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 22 inches to the top of the draw bar. Drawbars must be stationary in all directions.
20. Drawbars must be rigid in all directions with no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1.5", plus or minus, per foot of length. This translates into a legally allowed 10 degrees or less of drawbar angle.
21. Gas engines will only use gasoline for fuel.
22. No fuel additives such as nitrous oxide will be allowed.
23. All tractors must be equipped with individual working rear brakes.
24. No computers are allowed that controls any mechanical operation of the vehicle.
25. All tractors must provide a clear view from the hitch straight up with a width of 8", and this area must be free from obstructions. This means that no weights should be placed in an area 8" wide extending upward from the top of the drawbar.
26. Maximum tire size will be 30.5x32.
27. Maximum cubic inch will be 502 with zero tolerance.
28. All tractors must be equipped with a minimum 2 bar roll cage.
29. On all tractors using a roll cage, the driver must use a four-point safety harness securely fastened to the roll cage.
30. Any after-market V-8 automotive naturally aspirated cast iron motor.
31. All automatic transmission equipped tractors must run a fully functional torque converter without external (of converter) controls for lockup or release.
32. No portion of tractor can exceed 14 feet forward of the center of the rear wheels.
33. Engine fans must be shrouded 360 degrees with steel 1/16" minimum thickness. Electric fans are exempt.
34. All engines using a clutch must be equipped with current S.E.M.A. approved clutch housing, pressure plate, flywheel, and clutch disc.
35. 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.
36. Auxiliary boxes only need 3-belt blanket to cover immediate box.
37. 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.
38. Drivers must have clear visibility behind his tractor while remaining in the seat.
39. Kill switch must both stop the electric fuel pump and kill the ignition.
40. Tractors using automatic transmissions must be equipped with a reverse gear lock out.
41. Tractors must be equipped with a safety switch to prevent starting unless in park or neutral.
42. A 2.5 lb. fire extinguisher must be mounted within easy reach of the driver. A halon extinguisher of equivalent size may be used.
43. All exhaust must be pointed upwards. No rain caps.
44. Must have wide front end that tracks within rear wheel tracks.
45. Must have side-shields of .250" metal or aluminum the length of the block and 4 inches above and below the crank center line.
46. Must have shield 360 degrees 1/4" thick around harmonic balancer with tabs on the front to hold

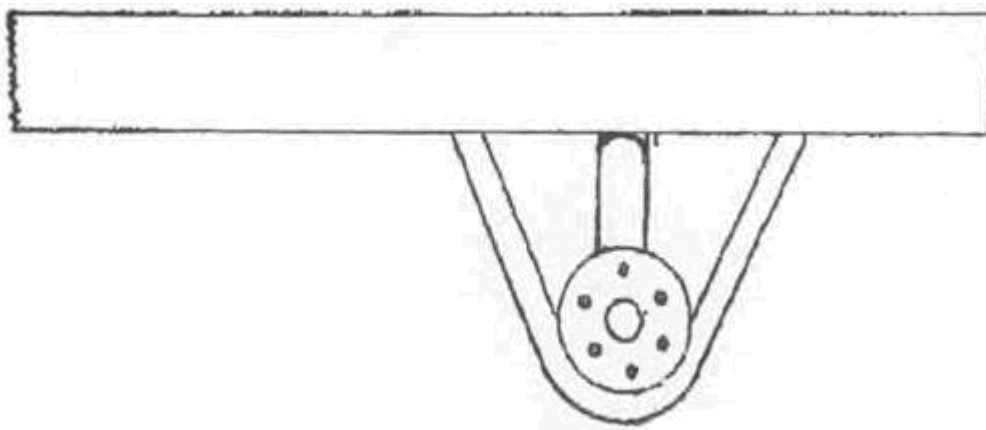
- balancer from coming off, SFI approved.
47. Must have a minimum 1" diameter back up light to be activated by gear-shift lever when tractor is in reverse.
 48. Rear saddle supports able to support weight of the engine.
 49. Bumper bars must start at pad and go up a minimum of 12 inches.
 50. Tractor with frame bolted to rear transmission housing must have extra support to prevent splitting of tractor.
 51. Grill, hood, and dash panel are optional.
 52. Fuel – Gasoline, Alcohol, and Ethanol are allowed. High-octane gasoline is accepted. No pressure on fuel tank. No nitrous or any additives allowed.
 53. Rear ends must be farm tractor, or planetary type rear ends.
 54. Tow hook on front for towing may only extend 6 inches.
 55. 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.
 56. 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 officials.
 57. Any engine or fuel infraction will result in a disqualification for 1 year and 1 day of puller and tractor.
 58. Cylinder heads must be OEM cast iron or after market replacement, or 23 degree aluminum heads. 2.30" intake valve maximum. OEM valve angles. All aftermarket ready heads must be approved by the tech officials with part number and specs.
 59. Safety rules may be added as needed.
 60. In the 6500 Hot Rod class 6200 Pro Stock Pickups are allowed to run under their current rules.
 61. To receive points, a constant must give vehicle number when signing up for the class they are pulling in.
 62. Kill Switches must be Zip Tied.

6500 Hot Rod /6200 Pro-Stock 4x4 Combo

1. Hot Rods Maximum weight will be 6500lbs (clutch equipped)/6700lbs (automatic transmission equipped) and Pro-Stock 4x4 Pickups maximum weight is 6,200.
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. All pulling vehicles running anywhere, whether on the track, in the staging area, or in the pit area, must be attended to within 10' of the vehicle by an association member, or be disqualified for that class.
6. All drivers must remain seated while operating their pulling vehicle on the track or will be disqualified (general disqualification rule applies).
7. All pulling vehicles must have fire extinguishers on board and in working condition.
8. All 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).
9. All pulling vehicles must be equipped with a dead man throttle to bring the vehicle to idle when released.

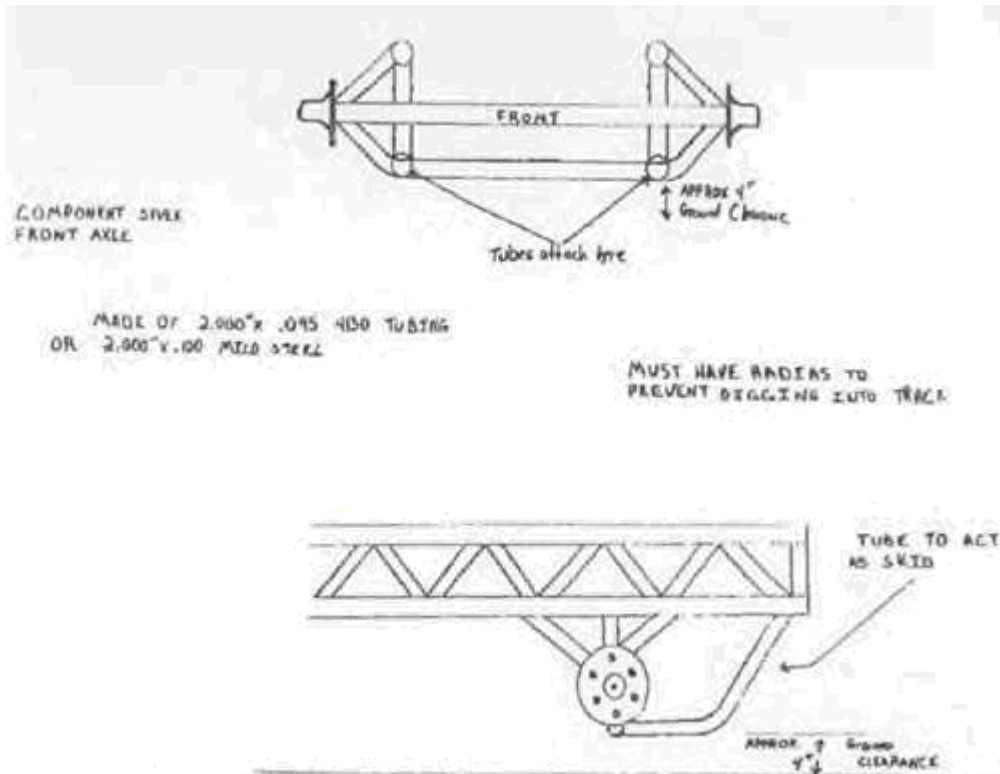
10. All tractors must have a strong and rigid seat that is securely fastened to the tractor. All tip seats must be securely fastened while pulling.
11. All tractors must have stabilizer bars with skid pads. The stabilizers will extend a minimum of 32 inches behind the center of the rear axle. The stabilizer 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 hot rod tractors are required to have bumpers on their stabilizer bars that extend behind the rear wheels.
12. All tractors other must have a wide front axle.
13. 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.
14. 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.
15. Gasoline tractors must have ignition kill switches.
16. 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.
17. Other than the driver, no other riders are allowed in or on the pulling vehicle at any time, whether on the track, in the staging area, or in the pit area.
18. All 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.



19. 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.
20. Drawbars must be rigid in all directions with no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1.5", plus or minus, per foot of length. This translates into a legally allowed 10 degrees or less of drawbar angle.
21. Gas engines will only use gasoline for fuel.
22. No fuel additives such as nitrous oxide will be allowed.
23. All tractors must be equipped with individual working rear brakes.
24. No computers are allowed that controls any mechanical operation of the vehicle.
25. All tractors must provide a clear view from the hitch straight up with a width of 8", and this area must be free from obstructions. This means that no weights should be placed in an area 8" wide extending upward from the top of the drawbar.
26. Maximum tire size will be 30.5x32.
27. Maximum cubic inch will be 502 with zero tolerance.
28. All tractors must be equipped with a minimum 2 bar roll cage.
29. On all tractors using a roll cage, the driver must use a four-point safety harness securely fastened to the roll cage.
30. Any after-market V-8 automotive naturally aspirated cast iron motor.

31. All automatic transmission equipped tractors must run a fully functional torque converter without external (of converter) controls for lockup or release.
32. No portion of tractor can exceed 14 feet forward of the center of the rear wheels.
33. Engine fans must be shrouded 360 degrees with steel 1/16" minimum thickness. Electric fans are exempt.
34. All engines using a clutch must be equipped with current S.E.M.A. approved clutch housing, pressure plate, flywheel, and clutch disc.
35. 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.
36. Auxiliary boxes only need 3-belt blanket to cover immediate box.
37. 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.
38. Drivers must have clear visibility behind his tractor while remaining in the seat.
39. Kill switch must both stop the electric fuel pump and kill the ignition.
40. Tractors using automatic transmissions must be equipped with a reverse gear lock out.
41. Tractors must be equipped with a safety switch to prevent starting unless in park or neutral.
42. A 2.5 lb. fire extinguisher must be mounted within easy reach of the driver. A halon extinguisher of equivalent size may be used.
43. All exhaust must be pointed upwards. No rain caps.
44. Must have wide front end that tracks within rear wheel tracks.
45. Must have side-shields of .250" metal or aluminum the length of the block and 4 inches above and below the crank center line.
46. Must have shield 360 degrees 1/4" thick around harmonic balancer with tabs on the front to hold balancer from coming off, SFI approved.
47. Must have a minimum 1" diameter back up light to be activated by gear-shift lever when tractor is in reverse.
48. Rear saddle supports able to support weight of the engine.
49. Bumper bars must start at pad and go up a minimum of 12 inches.
50. Tractor with frame bolted to rear transmission housing must have extra support to prevent splitting of tractor.
51. Grill, hood, and dash panel are optional.
52. **Fuel – Gasoline, Alcohol, and Ethanol are allowed. High-octane gasoline is accepted. No pressure on fuel tank. No nitrous or any additives allowed**
53. Rear ends must be farm tractor, or planetary type rear ends.
54. Tow hook on front for towing may only extend 6 inches.
55. 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.
56. 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 officials.
57. Any engine or fuel infraction will result in a disqualification for 1 year and 1 day of puller and tractor.
58. Cylinder heads must be OEM cast iron or after market replacement, or 23 degree aluminum heads. 2.30" intake valve maximum. OEM valve angles. All aftermarket ready heads must be approved by the tech officials with part number and specs.
59. Safety rules may be added as needed.
60. In the 6500 Hot Rod/6200 Pro-Stock 4x4 Combo class, 6200 Pro Stock Pickups **must** to run under their current rules printed in the next section.

61. **To receive points, a constant must give vehicle number when signing up for the class they are pulling in.**
62. **Kill Switches must be Zip Tied.**
- 63.

6200 Pro-Stock 4X4 Rules

1. Maximum weight will be 6200lbs.
2. All weights must be securely fastened to the vehicle.
3. Weights must not interfere with the sled or the sled chain.
4. All pulling vehicles running anywhere, whether on the track, in the staging area, or in the pit area, must be attended to within 10' of the vehicle by an association member, or be disqualified for that class.
5. All drivers must remain seated while operating their pulling vehicle on the track or will be disqualified (general disqualification rule applies).
6. All pulling vehicles must have fire extinguishers on board and in working condition.
7. All 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).
8. All pulling vehicles must be equipped with a dead man throttle to bring the vehicle to idle when released.
9. All 4X4 pick-ups are required to have bumpers on their stabilizer bars that extend behind the rear wheels.
10. Gasoline trucks must have ignition kill switches.
11. Other than the driver, no other riders are allowed in or on the pulling vehicle at any time, whether on the track, in the staging area, or in the pit area.
12. Each hitching device with a hole at least 3" wide x 3.75" long.
13. Gas engines will only use gasoline for fuel.
14. No fuel additives such as nitrous oxide will be allowed.
15. No computers are allowed that controls any mechanical operation of the vehicle.
16. A 1" diameter light will be placed in proximity to the hook point and sensor to aid in hooking the vehicle to the sled.
17. Maximum tire size will be 33x12.5 street legal.
18. Maximum cubic inch will be 485. **No HEMI Heads**
19. Tires must be street legal. No tread alterations- Nothing larger than 33 x 12.5 DOT approved. No terra tires will be allowed.
20. **Vehicle must retain a maximum of 133 inch wheelbase plus or minus 1/2 inch.**
21. Solid rear suspension allowed.
22. Edelbrock-type single four barrel manifold required. No tunnel rams.
23. **Any 1 ton or less Front End. Any Rear End.**
24. Must run full hood except for header cutouts. Air cleaners can be exposed.
25. 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.

26. 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.
27. If vehicle has a center drive shaft it must be totally enclosed. All drive shaft U-joint must be enclosed 360 degrees.
28. The hitch point of rear axle must be 36% of wheelbase.
29. Vehicle will be equipped with steel bellhousing and block-saver plate.
30. Automatic transmission will have SEMA-approved blanket or shield.
31. 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.
32. Kill switch will be located in the rear of the truck bed without restraint.
33. Fuel is limited to racing gas only- *no* performance enhancing additives allowed.
34. In the 6500 Hot Rod class 6200 Pro Stock Pickups must run under their current rules.
- 35. A Protest fee of \$500.00 is now in effect in the Pro-Stock 4x4 class.**
36. Rules are locked through 2018 pulling season.
37. To receive points, a constant must give vehicle number when signing up for the class they are pulling in.
38. Kill Switches must be Zip Tied.
- 39.**

2.6 Turbo Street Diesel Pickup

As of the date of printing of this book this class will be using the 2016 PPL rules. Please check the PPL website for updated information or contact an officer.

1. To receive points, a constant must give vehicle number when signing up for the class they are pulling in.
2. Kill Switches must be Zip Tied.

2.5" Turbo Stock Diesel Pickups

Weight : 8,000 lb Maximum, with driver in vehicle

Regulations:

Ballast: Hanging front weights are permitted. If used, ballast must be securely fastened. Weight or weight bracket must not extend more than 60 inches from the center line of the axle. Weight boxes are allowed. Ballast may be added in the bed of the truck. If used, ballast must be securely fastened to the bed.

Batteries: The Batteries must be securely mounted. They may not be located in the driver compartment or forward of the radiator core support.

Body: The body must be the OEM truck body including the full bed floor. The body must retain full sheet metal. The complete OEM firewall and complete OEM floor pan is mandatory. A factory installed

pickup bed or commercial style aftermarket bed must be installed. Flat beds are prohibited.

Brakes: Must have both front hydraulic functional brakes capable of stopping vehicle.

Chassis: The OEM chassis is mandatory. The engine must be in the OEM location. The vehicle must retain the full OEM chassis. Wheel tubs, back half conversions, tube chassis, ect, are prohibited.

Cooling System: Radiators must be in stock location and be of at least stock size

Credentials: All drivers must have a valid state driver's license.

Driveline: An OEM transmission and transfer case are mandatory. They must have been an option on a one ton or smaller pickup.

Driver Restraint System: The OEM restraint system or SFI 5 point harness is **mandatory** and **must be** worn.

Driveshaft Loops: All trucks must have at least six (6) inch wide u-joint shields around all u-joints on rear drive shaft constructed of at least ¼ steel or 3/8 aluminum that will safely contain the u-joints and the ends of drive shafts. Any u-joint on the front axle that can be seen from front or side of truck must be shielded the same as all other u-joints. All shields must be securely mounted to the vehicle.

Engine: The engine is limited to a stock appearing, OEM compression engine, available from the factory in a one ton or smaller truck. Cubic Inch limit of 444CI. Engine must circulate coolant freely. No hard filled blocks. Water pumps may be factory or electric powered. All factory belt driven accessories, excluding the air conditioning compressor, must be retained and powered via the crankshaft by a standard serpentine "V" belt. Electric cooling fans are permitted. Individual runner intake manifolds are prohibited. (Example: ZZ-customs). Must have a shelf **style** intake. No deck plates. No Billet or Recast Heads. EXAMPLE: NO HAMILTON HEADS FOR THE CUMMINS AND NO BRODIX HEADS FOR THE DURAMAX.

Exhaust: All vehicles must be equipped to direct exhaust upward. Two 3/8 inch diameter bolts must be placed through the exhaust pipe in a cross pattern within one inch of each other, within 12" of the turbo. Bolt heads welded to the pipe or sheet metal screws to mimic this will be grounds for disqualification.

Fire Extinguisher System: A fire extinguisher system is permitted, it must be securely mounted All vehicles must have at least a 2 ½ lb extinguisher with working gauge mounted within drivers reach.

Fuel: The fuel must be pump #1, #2 diesel or Soy/Biodiesel. Fuel must be commercially available. A fuel cell may be permitted.

Fuel Injection Pump: The fuel injection pump is limited to a stock-appearing, OEM engine model specific pump only. The use of multiple high-pressure common-rail CP3 fuel pumps is allowed single Dual HPOP. P-Pump's that are allowed are the P3000 and the P7100 models, No Model 8600 allowed. Pumps from different years in the same engine model may be interchanged. Cylinder number specific (IE: 6 cylinder pump on a 6 cylinder engine). Ag governors are prohibited. Sigma pumps are prohibited. Max of 13mm plungers allowed. No hand throttles.

Harmonic Balancer: All engines must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.

Hitch: Custom hitches are allowed. Reinforcements must not extend forward of the centerline of the rear axle or nothing welded to the axle housing itself. Trick hitches are prohibited, no brackets up through bed floor. The hooking point must be the rear-most point on the vehicle and must be rearward of the stock location of the tailgate. The hitch must be stationary in all directions. Bumpers may be notched or removed. The hitch's height from the ground may not exceed 26 inches. The hooking point must have a minimum 3.750-inch inside diameter opening for the sled hook. Bumper bars are recommended but not required. NWMTPA is not responsible for any damage done to vehicle if no bumper stops are used.

Intercoolers: Factory style or aftermarket air to air replacement only. ****Water to air coolers are prohibited.**** Any means of cooling the air before the engine, except the air to air cooler is prohibited. ****NO USE OF ICE OR WATER****

Interior: A complete interior, including dashboard and door panels is mandatory. Aftermarket seats are permitted, they must be fully upholstered. After market gauges are allowed.

Kill Switches: All trucks are required to have kill switch located on the back of the truck, located near the hooking point. On trucks with an electric injection fuel pumps it must have an electric shut off or disconnect for the injection pump on the back of the truck For trucks with manual injection pumps they must have an air guillotine of the spring loaded type, no butterfly type to kill the air intake to the engine. It is recommended to have an air shut off on all trucks. Kill switch failure will result in disqualification.

Nitrous Oxide/Propane: Nitrous Oxide is prohibited. No other oxygen extenders are allowed. Propane is prohibited. All system components must be removed from the truck. No pressurized bottles.

Rear End: Non OEM rear-end housings are prohibited. The rear end housings must have been for a one ton or smaller pickup pick up. Rear axle bolts **must** be covered with a cap or shield.

Safety Equipment: All drivers must wear a helmet, and a SFI 3.2a approved fire jacket fire suit pants. More specifics posted in General Rules.

Steering: Hydraulic Steering is permitted.

Street Equipment: Headlight and taillights assemblies are mandatory, except the right front headlight may be removed for air inlet to engine. Complete OEM windshield and all other windows are mandatory. Driver window must be able to operate per factory specifications. They must open and close via electrical or mechanical means.

Suspension - Front: The factory suspension configuration must be retained. Modifications to the front suspension that would alter the original location (I.e. moving it forward or backward) is not permitted. Strut tower braces, lower tie bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted. Air shocks are prohibited.

Suspension - Rear: An OEM style suspension is mandatory. Traction bars and devices are permitted, they must be bolt on only, welds are permitted for attachment to the frame or axle housing. Control arms may be strengthened or replaced, providing all original mounting points are retained and used. Sway bars, lower tie bars, limit straps, and camber kits are permitted. The rear suspension can be solid with a removable block. Air bag spring assist and air shocks are prohibited.

Tires: The tires must be DOT street tires. Cut tires are prohibited. The vehicle must retain the original factory wheelbase and track width. No chains or studs. 35x12.50 or metric equivalent 315/xx/xx tire is the maximum tire size allowed. Single Tires only, **NO duals!**

Transfer Case: Non - OEM transfer cases are prohibited. It must have been an option on a one ton or smaller pick up truck.

Transmission - Automatic: Non - OEM transmissions are prohibited. The transmission must have been an option for a one ton or smaller truck. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non -OEM floor mounted automatic shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse. All transmission lines must be metallic or high pressure type hose. All automatic transmissions must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket type shield must be used and appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the engine block to the rear of the bell housing with a minimum of six (6) inch overlap where it is fastened. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1.

Transmission - Manual: Non - OEM transmissions are prohibited. The transmission must have been an option on a one ton or smaller truck. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 2.1 is mandatory on all engines. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All transmissions must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing. It must be attached to the rear of the engine block and extend rearward to the transmission with a minimum of six (6) inch overlap where it is fastened. All transmissions or clutch pedals will have a safety interlock switch so that vehicle will not start in gear.

Turbocharger: The vehicle is limited to a single turbocharger. The inducer bore on the compressor housing may be no larger than 2.550". The inlet will be measured using a 2.550" plug or internal calipers. Bushing of any larger turbo size down to a 2.55 turbo is PROHIBITED. Inducer bore must be non-removable. Turbo compressor covers must be a true-bore inlet. Stepped/ Tapered covers are prohibited. Clipping/ trimming of the compressor wheel is prohibited. The turbo wheel must measure no larger than 2.550" in front of and **behind** the MWE. The turbo may utilize a width enhancement (MWE) groove, but is to be no wider than .250" maximum. All provisions allowing air to the wheel other than via the bore and the MWE groove are prohibited. Exhaust manifold/ Pedestal bolt pattern shall measure no larger than 3.500" x 2.750" (t-4 flange). Powerstrokes may utilize the factory size turbo and configuration in unaltered form.

Water Injection: Water injection is prohibited. All system components must be removed from truck.

Wheelbase: The vehicle must retain the original factory wheel base and track width. Cab and chassis trucks may not exceed 172 inch center to center of axles. Front dual-wheel spacers may be used only with accompanying positive-offset dually style wheels.

Zip Kill Switches must be tied.

As of the 2015 season, this class is a points class.

6,500# OPEN

1. Any vehicle weighing 6,500# that complies with the any other class 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 and mandatory if running Alcohol.
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. 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.
7. Kill Switches must be Zip Tied.
8. As for the 2015 season is a points Class.
9. This class also counts as "One" of your "Two hooks" per night.

UNLIMITED OPEN

1. Any vehicle that complies with the any other class 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 mandatory if running Alcohol.
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 tech officials prior to competing in the class.
7. Vehicles in this class will compete at the weight they compete at in their normally sanctioned classes.
8. 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.
9. Points will be awarded for participation in this class, and a point championship will be awarded for

competitors in this class.

10. To receive points, a constant must give vehicle number when signing up for the class they are pulling in.
11. Kill Switches must be Zip Tied.
- 12.

9500 4.1 Limited Pro-Stock Rules

1. Maximum weight will be 9500lbs in the respective classes.
2. Maximum tire size will be 24.5x32.
3. Maximum cubic inch will be 640.
4. One turbocharger allowed with a maximum inlet of 4.1”.
5. Limited to one P-series injection pump only. No Sigma pumps allowed.
6. No points or points championships will be awarded for this class.

PROTESTS & DISQUALIFICATIONS

1. The NWMTPA officers, tech officials, 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. The NWMTPA officers, tech officials, and track officials can check any pulling vehicle for rules and safety compliance at any time.
3. Refusal to submit to, or comply with, a safety and/or technical inspection by a tech official, 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 tech officials 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. Contestant will still receive 3 points.
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 and/or **cubic inch tester**. The puffer will only be used on pickup and hot rod classes. **The Cubic inch checker will be used on the tractors with inline motors.**
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. The RPM reading by the remote tachometer mounted on the sled will be considered final and decisive, and basis for disqualification.
12. 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.
13. If the officers or tech officials have reasonable concern about the accuracy of the reading from the remote tachometer on the sled, the tractor will be checked with a hand tachometer.
14. 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 officials 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.
15. 2 members from the RPM limited classes, or someone appointed by the officers or tech officials, 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.
16. Steve Stoll 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 Steve Stoll for his services.
17. 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.
18. 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).
19. Notification of disqualification must be made before puller leaves the track.
20. 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.
21. Anything falling from the vehicle (other than fluids) while hooked to the sled will result in disqualification.
22. 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.
23. Anyone causing a fight with an association member will be fined \$250 and loss of all accumulated points.
24. Any puller or team member who physically or verbally abuses an officer, tech official, track official, or promoter at an event will be disqualified for that event.
25. Any puller or team member who purposely blocks the sled or impedes the operation of the pull (as determined by the officers or tech officials) will be disqualified for that event.
26. Any flagrant infraction of these rules set by the NWMTPA will be dealt with by the officers and tech officials at their discretion, and will be cause for that person to lose all points up to the time of infraction.
27. Over cubic inch penalty to be 2 years and a day suspension for both driver and pulling vehicle.
28. 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 \$100 if payment and completed membership application is received before May 1, 2016.**
2. **Membership dues will be \$150 if payment and completed membership application is received after May 1, 2016.**
3. The 4 NWMTPA Officers receive a Free Membership and starting in 2016 \$500.00 dollars.
4. Each Tech Officials receives a Free Membership.
5. 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.
6. Memberships are due before the contestant hooks for the first pull.
7. Only paid members are allowed to drive a pulling vehicle in competition in an NWMTPA sanctioned class.
8. There will be one vote per paid participating vehicle of the NWMTPA that hooked in the previous pulling season.
9. Must be present to vote on any NWMTPA business. Voting by proxy is not allowed.
10. 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).
11. 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.
12. The Secretary/Treasurer is a non-decision making officer/board member, unless one or more of the other officers are not at an event, then the Secretary/Treasurer can make decisions and will be paid \$2,500 per year for their services.
13. 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.
14. 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).
15. 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.
16. 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.

2015 Tech Officials

- The decision of the tech officials is final with the approval of the officers. The officers have final approval over all decisions of the tech officials.
- It is the responsibility of the competitor to contact the tech officials and ensure that they are teched before they hook with the association. If a competitor hooks without being teched, or without passing tech inspection, they may be disqualified from the event.
- ***The FIVE Tech Official will receive \$500.00 and Free Membership. To receive the \$500.00, the tech official must attend 90% of the pull their class is offered and MUST ATTEND ALL of Tech Day.***

- *The Five Tech Officials are: Josh Hannah, Lane Aldrich, Greg Potter, Travis Cadwallader, Chris Burnet.*
- *On single event DQ's, No officer involvement needed. Long Term DQ's Officers will be involved.*

POINTS SYSTEM

Points – Daniel Bounds

The points system is as follows:

- 3 “hook points” will be given to each contestant for hooking to the sled.
- Disqualified contestants will still receive 3 hook points.
- Hooking to the sled and making a pull attempt will result in points for last place unless disqualified. Contestant will then only receive 3 hook points.
- Additional points will be given for placing in each class as follows.
- To receive points, a constant must give vehicle number when signing up for the class they are pulling in.

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

Points are awarded at the first event at which the competitor’s full points membership is paid.

Points are awarded by first excluding single event memberships, then recalculating placings for full points members only, then awarding points to full points members in that revised order.

If a competitor loses their year to date points due to disqualification, their points are removed, but the points assigned to the remaining competitors at those prior events are not recalculated.

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. 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.

- *1st place in points for each class will receive a jacket, a plaque, \$100 cash, and a free membership for the 2017 pulling season, and can only be used that year.*
- *2nd place in points in each class will receive a plaque and \$60 cash.*
- *3rd place in points in each class will receive a plaque and \$40 cash.*

Special awards will be given for promoter of the year, rookie of the year, and sportsmanship.

- *These awards will be voted on by the NWMTPA members at the annual rules meeting.*
- *These special award winners will receive a plaque.*

2015 Officers and Board of Directors

President	Steve Stoll	614 North Maple Street Stanberry, MO 64489	660-582-1479 Cell
<i>1st Vice President</i>	<i>Roger Detherage</i>	<i>10768 LaMonte Road LaMonte, MO 65337</i>	<i>660-347-5731 Home-Shop 660-287-7469 Cell</i>
<i>2nd Vice President</i>	<i>John Osborn</i>	<i>16500 State Route E Savannah, MO 64485</i>	<i>816-390-3671 Cell</i>
Sec/Treasurer	Dale Wollard	16459 Hwy A Norborne, MO 64668	660-484-3162 816-506-1361 Cell