

Updates to OSTPA 2017 Rulebook in Effect for the 2023 Season



Passed April 2017

1. Pro Stock Tractor Division – Only allow V-8 diesel engines that were offered in a two wheel drive tractor from OE factory.

Passed December 2017

1. Purse Payout/Points Restructuring
2. RTNT – (Reinstate) Once a year there will be an annual audit of the financial records.

Passed April 2018

1. LPDT Division – Use OSTPA standard scale procedures for the Limited Pro Diesel Truck class, not to follow the PPL rule/procedure. Ice must be scaled in with the pulling vehicle.
2. LPDT Division – To have a random turbo check number drawn at every event for the Limited Pro Diesel Truck class. Anyone in that division that draws the daily number must have their turbo checked to make sure it is legal before they pull at that event. Anyone who refuses to have their turbo checked, or fails the inspection, will be deemed illegal and the penalty will be 1st offense – will not pull that night and turbo must be inspected before the vehicle competes again with OSTPA, 2nd offense – suspension of driver and vehicle for 1 year and ten days.
3. To change entry fees for all classes at all events. Entry Fees \$25 (previously \$20), \$7 to general fund, \$18 to points fund and OSTPA Per Hook Fees \$30 (previously \$25).
4. LPDT Division – Restructure the purse payout to redistribute the purse more evenly over all 15 places for the Limited Pro Diesel Truck Class only.

Passed December 2018

1. All pulling vehicles with 2 required hitches to have safety hitch (bottom hitch) color coded orange and the primary hitch (top hitch) color coded white. Coloring may be done with either paint or duct tape. Sleds to follow color code accordingly for hooks.
2. All tractor classes to drawbar on the scale if no concrete pad is provided.
3. Modified Division – Change OSTPA Allison rules on overdrive to...Twin-turbo Allison plus supercharged Allison combination to be allowed at OSTPA events.
 - a. One (1) Allison with up to two (2) turbochargers and one (1) Allison with single-stage supercharger. Maximum 9.6-1 supercharged ratio with a stock Allison 9.5" blower wheel with water. Must use SFI spec 4.2 blower containment device.
 - b. Two (2) Allison engines with a maximum of 9.6-1 supercharged ratio with a stock Allison 9.5" blower wheel with water. Must use SFI spec 4.2 blower containment device.
4. Modified Division – Allow two (2) Allisons both with aux stage blowers on alcohol with alcohol and water injection. To allow for one-year trial period to make sure this setup does not dominate the class.
5. Light-Limited Pro Stock Division - Light Pro Stock Tractors to have a turbo limited to 4.5 inch diameter exhaust to be measured at the face of the wheel. Exhaust wheel must protrude into the 4.5 inch bore by 0.125" minimum. All exhaust must exit the 4.5 inch bore. No limit on inlet side.

Passed April 2019

1. Modified division - Add – For one-year trial (2019 season). A single Curtis Wright R-3350 Cyclone 18-cylinder engine. The engine will be limited to run the stock 13.5" diameter supercharger wheel. A R-3350 running on gas will be limited to a supercharger ratio of 8.67 times the crankshaft RPM. A R-3350 running on alcohol will be limited to a supercharger ratio of 6.45 times the crankshaft RPM. Butterfly area maximum of 58.90.
2. Light-Limited PS Division – To have a random turbo check number drawn at every event for the Light-Limited Pro Stock Tractor Division. Anyone in that division that draws the daily number must have their turbo checked to make sure it is legal before they pull at that event. Light PS tractors will have exhaust side checked. Limited PS will have exhaust and inlet sides checked. Anyone who refuses to have their turbo checked, or fails inspection, will be deemed illegal and the penalty will be 1st offense – will not pull that night and turbo must be inspected before the vehicle competes again with OSTPA, 2nd offense – suspension of driver and vehicle for 1 year and ten days.

Passed December 2019

1. TWD Division – Allow naturally aspirated engines at any cubic inch. Intent: To allow additional vehicles.
2. General Rules – Change Puller of the Year Award from every class to one overall Puller of the Year. Nominees will be turned in with an explanation of why they should be Puller of the Year and then voted on by the pullers.

- Modified Division – Allow two (2) Allison both with aux stage blowers on alcohol with alcohol and water injection for the 2020 season (1 year only). Intent: To allow for one-year trial period to make sure this setup does not dominate the class.
- TWD Division – The drop rule for the TWD Division only, be that the TWD Division have a minimum of 12 OSTPA available hooks before any hooks are dropped. The second drop would be after 22 hooks. (At 12 available hooks 1 hook would be dropped.) Intent: To adjust the drop rule for the TWD Division because of the variability that is caused by the fewer number of hooks in their class.

There was no voting meeting in April 2020 due to state health orders.

Agenda items were voted on at the November 2020 meeting.

Passed November 2020

- SMFWD Division – To increase the cubic inch limit for the blower trucks to 575 cubic inches.
- General rules – Amend – Diesel fuel standards for dielectric constant test will follow PPL rules.
- Modified Division – Raise horsepower limit from 4800 to 5100 hp for turbine tractors at “B” level events.
- Modified Division – Allow two (2) Allison both with aux stage blowers on alcohol with alcohol and water injection for the 2021 season (1 year only).

Passed April 2021

No agenda items

Passed December 2021

- PS SEMI Division - For a one year trial period. For the Pro Stock Semi class to allow the 12V two stroke Detroit powered semi to run a 20” hitch. Intent – to make the Detroit powered vehicle more competitive against the higher horse powered semis. In effect for 2022 season.

Passed April 2022

- PS SEMI Division – To not allow tube type chassis in the Pro Stock Semi division. Intent – There are no clear parameters for chassis specifications (i.e. engine placement, engine height, transmission placement, wheel base spread, axle width). To ensure fair competition. In effect for the **2023 season**.
- General Rules – Prohibit the dumping of any fluid immediately prior to scaling, on the scale, or after scaling in any part of the competition area which includes the hot pit and run-off area of the track. A first offense will lead to a warning. Second and additional offenses during the course of the season will lead to disqualification for that event, no points or purse payout for that event. Intent – To keep the competition area safe and equal for all pullers. In effect for the **2022 season**.
- RTNT – General Rules – To allow no liquid ballasts of any kind to be used on competition vehicles. Intent – To clarify “no transfer of weights” rule. 2017 Rulebook V. General Rules – All Divisions, p. 10., S. Weights 2. Weights must be securely fastened and no transfer of weights while vehicle is in motion will be allowed. In effect for the **2023 season**.
- PS Division – PS Division – For one year trial period, to restructure the purse payout as illustrated below for the PS Division only. Intent – To structure a purse increase to the puller without increasing the cost of the class on the contract to the promoter. In effect for the **2023 season**.

REVISED Purse Payout				
Place	Grand	A	B	C
1	\$900	\$800	\$700	\$610
2	\$705	\$630	\$540	\$470
3	\$610	\$550	\$470	\$390
4	\$525	\$470	\$400	\$330
5	\$425	\$385	\$330	\$270
6	\$380	\$343	\$285	\$240
7	\$338	\$300	\$256	\$200
8	\$290	\$255	\$220	\$180
9	\$260	\$235	\$200	\$160
10	\$240	\$210	\$180	\$150
11				
12				
13				
14				
15				

- NC – MODIFIED Division – Allow (2) two Allison both with aux stage blowers on alcohol with alcohol and water injection for the 2022 season (1 year only). Intent – To allow for one-year trial period to make sure this setup does not dominate the class. In effect for the **2022 season**.
- SMFWD Division – SMFWD Division – For one year trial period, tube chassis Super Stock Diesel trucks to run 23” drawbar. No change in vehicle weight. Intent – To even up the class competition. In effect for the **2023 season**.

Passed December 2022

- NE – PS SEMI Division - Pro Stock Semi class to allow the 12V two stroke Detroit powered semi to run a 20” hitch for the 2023 season.
- NC – MODIFIED DIVISION – Allow (2) two Allison both with aux stage blowers on alcohol with alcohol and water injection for the 2023 season (1 year only).
- Executive Board – Add Super Stock Diesel 4x4 Truck Class to OSTPA list of classes. Class will follow PPL rules.