

OSTPA RULE BOOK

Ohio State Tractor Pullers Association

Ohio State Tractor Pullers Association has always had safety first and foremost. This rule book is intended to help make sure this continues. (Rules current as of April 2017)

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I. PULLING DIVISIONS AND WEIGHTS

Modified: see class rules
 Super Stock: see class rules
 Pro Stock: 10,000 lb.
 Super Farm: 9300 lb.
 Limited Pro Diesel Trucks: 8000 lb.

Super Modified Four Wheel Drive: see class rules
 Two Wheel Drive: 6200 lb.
 Pro Stock Semi: 20,000 lb.
 Light-Limited Pro Stock: 9000 lb.

II. COMPETITION MEMBERSHIP

A. License

1. Must have a valid PPL Competing License.
2. Must have a valid OSTPA Competing License.

(Note: Having a license with both organizations allows your vehicle to collect points and end-of-season monies.)

B. Insurance

1. Insurance is part of the PPL competing membership.

C. Cost for OSTPA Competing Membership

1. Paid before April 1 - \$125
2. Paid before April 1 and is a Local Club Member - \$115
3. Paid after April 1 - \$150
4. Paid after April 1 and is a Local Club Member - \$140
5. OSTPA Entry Fee- \$20

D. Other OSTPA Memberships

1. Subscriber Associate - \$20
2. Voting Associate - \$35

E. Vehicle Registration

1. A vehicle may have any number of licensed drivers.
2. The vehicle registration fee is based on one vehicle only.
3. All licenses must be purchased either through the PPL or OSTPA offices.
4. The license issued by PPL is to be used only by the driver to whom it is assigned. The license is valid for the competition privilege of competing with the sanctioning body and may be revoked at any time. PPL/OSTPA reserves the right to refuse any level of PPL/OSTPA license to anyone with or without cause.

5. Participants who do not hold a current PPL license may enter OSTPA competition if they fill out the form and pay a Per-Hook fee of \$50 (PPL Per Hook Fee), \$25 (OSTPA Per Hook Fee), plus the applicable entry fee for each entry (Each session entered.)

Note: This Per-Hook is only offered to those vehicles and their drivers that have passed OSTPA tech. Those participants who choose this method are bound by the same rules and regulations as full paid members and will receive purse monies but no points for their competition run.

III. ELIGIBILITY

A. Eligibility of Competitor

1. A competitor must be 18 years of age. If the competitor is at least 16 year of age, but not 18, then that competitor must have either a parent's or guardian's written consent.

B. Vehicle Registration

1. All vehicles must be licensed by the PPL before allowed to compete.
2. Registration decal and numbers must be prominently displayed on the left front side of the vehicle in one piece as provided by the PPL and/or OSTPA.
3. If a competitor has a new vehicle, and is no longer pulling their old vehicle, said competitor may use the same PPL number if the old vehicle has not pulled in competition this year.
4. A competitor may re-build mid-season and retain previous points with the old number as long as that person isn't running his/her old vehicle on that number.
5. If two or three members jointly own a vehicle, they must use the same PPL number. Each must have a competing membership—one driver as the original driver, and the other drivers as assistant drivers.
6. A vehicle owner may sell the vehicle, including the registration number and the accumulated points. If the points are sold with the vehicle, all points for all classes must be sold. To be considered a vehicle sale, the vehicle must be a complete competition chassis, with or without engine(s).
7. On all changes of vehicle ownership, written proof of purchase must be forwarded to the PPL office before the vehicle is entered in the next event.

C. Driving Suit Patch Requirements

1. OSTPA
 - a. In order to compete at any event sanctioned by the OSTPA, a competitor must have a PPL patch on each upper sleeve of their driving suit.
 - b. An SFI patch, with proper spec. per/division, is required on the driving suit.
 - c. OSTPA competitors must have OSTPA patch on upper portion of driving suit.

2. Other sponsor programs.
 - a. Driving suit patch requirements included in any special sponsor programs.
3. All patches must be securely attached to the driving suit.

D. Vehicle Decal Requirements

1. Before a competition vehicle is allowed to compete:
 - a. The PPL logo decal must be displayed on both sides of the front half of the competition vehicle.
 - b. One OSTPA decal must be displayed on each side of pulling vehicle.
2. To be eligible for points fund and sponsor programs:
 - a. The competitor must display the required decals in a prominent or specified location.
3. Points and/or purse money may be withheld from any competitor who fails to display the PPL and/or sponsor program specified decal(s) or driving suit patch(es).

IV. OSTPA GENERAL RULES - ALL DIVISIONS

A. No vehicles can run at an OSTPA sanctioned event unless it conforms to all PPL or OSTPA safety specifications or regulations.

B. Ohio has a rule to ban rotating wheel weights on power drive wheels. Out of State pullers will be informed of this Ohio rule, and suggest compliance.

C. Point of impact to ground of stabilizer (wheely) bars will be five inch square only, no rolling devices, in all divisions except Minis, SMFWDs, and PS Semis.

D. All weights will be securely fastened on sled and competing vehicle. No use of tarp straps.

E. Any competition vehicle with fireshow may only use the fireshow while hooked to sled and all persons are a safe distance away. A violation could result in disqualification.

V. GENERAL RULES—ALL DIVISIONS

A. Brakes

1. All pulling vehicles will have adequate stopping brakes.
2. All brakes in the driveline will be shielded 360° with 5/16 steel or 3/8 aluminum around the brake components. Ends must be enclosed in the 1/8 steel or aluminum, no cast metal permitted to be used as part of shield.
3. All tractors and TWD trucks will have working individual rear wheel brakes.
4. All 4x4 trucks will have complete working front brakes.

B. Chassis

1. No part of vehicle may extend more than 9 feet 6 inches when measured vertically from ground level. (Exception: Pro Stock Semi division)
2. For SMFWD and Limited Pro Diesel Trucks: Allow body protectors behind the front wheel. The body protectors to be no more than ¼" rubber and must be parallel with the rear tire/90 degrees to frame rail. They cannot be designed to direct the dirt out the side of the truck.
3. Wheelbase is defined as the distance between center of rear wheel to center of front wheel. Center of wheel must be aligned with center of axle with wheels facing straight forward. Axles must be fixed with no means to adjust wheelbase. NOTE: This applies to all divisions except Semi division which will be measured from center of front wheel to centerline between tandems.
4. All pulling vehicles will have a wide front end. Front wheels must track within rear wheels.
5. Tractor divisions: A front axle brace is mandatory.
 - a. Front axle support to be made of 2.00" x .095 tubing or 2.00" x .120 mild steel tubing or same material as tractor frame rails. Front axle supports 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.
 - b. Wheel tethers will be permitted.
 - c. Front axle suspension to be allowed on all tractors; if air bags are being used, only one location to be used for air operation, and cannot be accessible from the operators platform.

C. Automatic Transmissions

1. The use of torque converters, automatic shifts, etc. will be permitted.
2. All vehicles using an automatic transmission must have an SFI Spec. 29.1 automatic transmission flex plate. No cast iron is permitted.
3. All vehicles using an automatic transmission will use a positive gear shift lockout.

4. All automatic transmissions must have an approved safety blanket over the torque converter area. A full-length safety blanket is required. Automatic transmission shield or tractor blanket must meet SFI Spec. 4.1.

D. Clutches and Bell Housings

1. All engines using a clutch flywheel assembly will run a full block saver plate. Material being ¼ aluminum or 3/16 steel minimum.
2. All automotive type engines using a clutch will use a ¼ inch, one piece SFI 6.1 containment bell housing.
3. One cooling hole will be allowed in the bell housing, one (1) inch maximum diameter. Hole must not be in explosion area of bell housing.
4. No welding will be allowed in the explosion area of the bell housing.
5. No chemical milling permitted.
6. There will be five (5) 3/8-inch bolts or four (4) ½-inch bolts to secure bell housing to transmission.
7. All inspection maintenance holes must be no wider than 8-1/2 inches and the ends of the holes shall be smoothly and fully radiused to produce an oval shape.
8. Four (4) 3/8 grade 5 or better bolts are required in the top half of bell housing to block. Six (6) evenly spaced grade 5 or better bolts are required on bottom half of bell housing.
9. Any vehicle using two blown or turbocharged automotive engines, three naturally aspirated or any industrial marine or aircraft engine that is turbocharged or twin staged supercharged on one clutch must have a liner in the bell housing.
10. No cast iron clutch components or flywheels will be permitted.
11. Billet steel, aluminum, SFI 1.1 or SFI 1.2 flywheels will be accepted.
12. Clutches, flywheels and related components must be mounted to engine on vehicles using automotive type engines.
13. All clutches on aviation, marine and industrial engines must be approved by the PPL.
14. PPL/OSTPA reserves the right to spot check any clutch components at any time.
15. In TWD division: No electronic or pneumatic device that effects the clutch system allowed. All staged or variable released clutches of any description prohibited.
16. All Tractor Divisions: Any OEM tractor chassis to allow a single ½” steel spacer for clutch clearance.

E. Computers

1. No computers allowed that control any mechanical operation of the competing vehicle.
2. No electronic fuel injectors or metering devices will be allowed. Exception: Computer-controlled electronic diesel fuel injection allowed only in the Super Stock and Pro Stock Semi division.
3. No automated or computer operated traction control devices.

F. Hitches and Drawbars

1. Hitch must be rigid in all directions. Hitch length and height cannot change before, during or after pull. Drawbars must have the pivot pin on the same plane as the hook point. Drawbar must be parallel to the ground within 2-1/4 inches over its 18-inch length (SS/PS/SF/MOD/TWD/PS Semi). No cam, “L” or drop down hitches or cam type rear ends permitted.
2. All vehicles, except PS Semis, are required a safety hitch. Safety hitch must be as strong as primary hitch and cannot be connected to primary drawbar. Safety hitch must be mounted eight (8) inches below primary on all tractors and twelve (12) inches below primary for all trucks.
3. All drawbars will have an opening minimum of 3.5 x 3 inches.
4. All classes through 7500# must meet the following requirements: Drawbar must be a minimum of two (2) square inches total material at any point. This will include area of the pin removed; pin will be 7/8 minimum. Must be a steel drawbar, not more than 1-1/2 x 1-1/2 inches square stock, nor less than 1 x 1 inches.
5. All classes above 7500# must meet the following requirements: Drawbar must be a minimum of 2 ½ square inches, except Semis which will have 3 square inches, total material at any point. This will include area of the pin removed; pin will be 15/16 minimum, except Semis which will be larger than 1 inch. Must be a steel drawbar, not more than 1-1/2 by 1-1/2 inches square stock, nor less than 1-1/4 x 1-1/4 inches.
6. TWD trucks
 - a. Hitch point must be clear and visible for hook and unhook of sled chain.
 - b. Drawbar must be mounted solid to frame and rigid in all directions.
 - c. Drawbar must be parallel to the ground.
 - d. Hitch height not to exceed 30 inches.
 - e. Pulling point can be no more than 1-1/2 inches from back of drawbar.
 - f. Hitch length can be no shorter than 18 inches from hook point to center of rear axle, measured horizontally.
 - g. No cable, chain or clevis allowed in hitching device.
7. A drawbar that has provisions to be made shorter than legal length is not acceptable as a legal drawbar.
8. Tow hitch
 - a. Competing vehicles are required to have a tow hitch on the front of the vehicle.
 - b. The hitch may extend no more than six (6) inches beyond the farthest front portion of the vehicle.

- c. The hitch will not be included when measuring the length of the vehicle.
 - d. The hitch must have a three (3) inch diameter hole, preferably positioned horizontally and strong enough to push or pull the vehicle at its heaviest weight.
 - e. The hitch is to be used for no other purpose except to push or pull the competing vehicle.
9. No portion of vehicle is allowed to interfere with sled, chain, or hook during a pull or while being hooked or unhooked.

Drawbar Heights and Lengths

Drawbars cannot be shorter nor higher than specifications listed below. Drawbar lengths are measured from the rear wheels to the point of hook.

| Class | Drawbar Height | Drawbar Length |
|---------------------------------|----------------------|--|
| Pro Stock Tractor | 20" | 18" |
| Light-Limited Pro Stock Tractor | 20" | 18" |
| Limited Pro Diesel Truck | 26" | No closer than 44" of centerline of rear axle |
| Modified | 20" | 18" |
| TWD Truck | 30" | 18" |
| Super Stock Tractor | See Class Rules | 18" |
| SMFWD | See Class Rules | See Class Rules |
| PS Semi | 18" (Super Semi 16") | No longer than 30% of wheelbase, no shorter than 34" from centerline of rear rearend |

G. Driveline Shielding

1. Loops on all driveline must be round.
2. a. All U-joints must be shielded 360° with 3/8-inch thick aluminum or 5/16-inch thick steel. Shield will be six (6) inches long minimum and centered on U-joint. Inside diameter of shield will be no more than two (2) inches larger than U-joint. If aluminum is used on U-joint shield, an 1/8-inch insert will be put inside of shield at U-joint area six (6) inches wide.

b. Tether to be constructed of a minimum of 5/16" steel chain or 2" wide by 3/32" thick nylon strap. One end of tether must attach to driveline shield by a minimum of one 3/8" grade five bolt attached to a tab (minimum 2" wide) to be welded to shield while the other end of tether must be attached to chassis by a minimum of one 3/8" grade 5 bolt.

Note: If nylon strap is used the strap must have metal grommet for bolt to pass through. No seatbelts and/or buckles allowed.

Note: If U joints are used in any driveshaft application, the shielding must be 5/16-inch steel or 3/8-inch aluminum with 1/8-inch steel insert in aluminum. The insert must be a minimum of 6 inches wide.

3. All vehicles with planetary rear ends will have the driveline totally enclosed with 5/16-inch steel or 3/8-inch aluminum. The inside diameter will not be larger than two (2) inches larger than the largest universal joint. No more than ¼ inch of driveline will be visible. Bolts holding shield together will be 3/8-inch grade 5 or better, bolted every two (2) inches or closer.

4. All other vehicles not using planetary rear ends will have loops 360° around driveline two (2) inches away from driveline, made of 3/8-inch aluminum or 5/16-inch steel, and spaced every 36 inches.

5. Maximum length of driveline on a modified tractor is 48 inches.

6. 4x4 trucks will have three (3) loops per shaft, evenly spaced on driveline, 3/8-inch aluminum or 5/16-inch steel thickness, two (2) inch maximum away from driveline.

7. All intermediate shafts between transmission and transfer case will be totally enclosed in 3/8-inch aluminum or 5/16-inch steel, ¼ inch of shaft may be visible.

8. On multiple engine tractors with inline engines that use a starter ring between engines, the starter ring must be completely covered and securely fastened, and both ends must be enclosed with ¼-inch steel or greater. If an engine block plate is used, it is to be used for only the back (behind starter ring) portion of this shield.

9. All cross boxes must have a total material minimum of 1 ½" billet aluminum or ¾" steel material from nearest part of rotating gear to outside edge.

If cross box does not meet minimum material a safety blanket made of a minimum of 20 layers of Ballistic nylon or 15 layers of Kevlar which will surround entire gearbox. Blanket will have a minimum width of 3x the width of the gearbox to give a horse-shoe effect on end-capping gearbox. Blanket will be considered ¼ steel to help meet approved total thickness of gearbox. Steel or aluminum can be added to the existing box to help meet the total material thickness.

H. Engines

1. All engines must either be naturally aspirated, supercharged or turbocharged, as division rules apply. The following formula is to be used for calculation of cu. in. displacement on any piston-type engine:

$$.785 \times \text{stroke} \times \text{bore} \times \text{bore} \times \text{number of cylinders}$$

Note: Automotive engine is any engine or its replica available in a passenger car. Maximum of eight (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. Maximum supercharger size: 14-71, 19-inch rotor case length, 11.25-inch rotor case width. Helix restricted to a maximum rotor spiral of 6.5° per inch of rotor length. Variable multi-speed supercharger devices prohibited.

Note: For those classes utilizing 8-71 blower limits, the OSTPA will only accept the following dimensions: 16-inch rotor case length and 11.25-inch rotor case width to be measured internally.

2. Shielding on v or y type engines must be from the base of the head to two (2) inches below the crankshaft throw. Frame may be used as all or part of the shield provided it is solid and covers the required area.

3. Shielding on in-line engines will run from hood to two (2) inches below crankshaft throw. Shield must be complete, no holes accepted. Shielding must extend complete length of block and be securely fastened.

4. All engines will have a deflection shield running the complete length of the block casting. Shield must be securely fastened and must be .060 inch thick. Starters, exhausts, fuel pumps, etc., will not be considered as part of the shield.

5. All side shields must be solid. Shielding will be made of a total of .125 aluminum or .90 steel minimum of inch thick.

6. Engine fans must be completely shrouded with steel 1/16 inch or thicker. Electric fans excluded.

7. All automotive engines equipped with a harmonic balancer must have balancer that is SFI Spec. 18.1 and carry SFI identification.

8. All supercharger drive components will be shielded on top and sides with .060-inch steel or 1/8-inch aluminum. Side is defined as to the centerline of bottom pulley. Shield should be wider than drive components.

9. All vehicles using an automotive type supercharger will use aluminum blower studs, SEMA specs 6061 T-6 to secure blower to intake manifold. Blower straps meeting SFI Spec 14.1 or high quality nylon braided straps are required at all events.

10. Carbureted, or injected, marine or aircraft engines using a centrifugal supercharger must be shielded as follows:

a. Shielding will be the same on both sides of the supercharger.

b. The shield will start at the same at the centerline and extend five (5) inches rearward and eight (8) inches forward.

c. Notching will be allowed only to fit around necessary components.

d. On the front edge of the shield there will be a rolled lip, extending inward one (1) inch and at a 90° angle.

e. Shield will be constructed of 3/8-inch thick steel and be bolted every two (2) inches or closer with 3/8-inch grade 5 or better bolts.

f. Shield to start at bottom of housing and go over top and down the other side.

g. Superchargers, as specified in rules above, may use a safety blanket with the following properties: 22 ply ballistic nylon or 18 ply Kevlar.

11. All diesel engines will have a manual three-way dump valve installed ahead of the injection pump, to be operated from dash panel.

12. All turbocharged engines must have two (2) 3/8 grade 5 bolts in vertical position of exhaust. Bolts to be installed 90° to each other within one (1) inch of each other.

13. All turbochargers mounted outside normal engine shielding will be shielded in .060-inch steel. All intercoolers mounted outside of normal engine shielding will be .060-inch aluminum.

14. All vehicles using fiberglass or plastic hoods must shield turbos with .060-inch steel or aluminum. Width must extend two inches fore/after turbocharger/turbochargers and must extend down to frame rails.

15. Pro Stock: In vertical portion of exhaust: Two 3/8 grade 5 (minimum) bolts, installed 90° to each other within one (1) inch. In horizontal portion of exhaust: Two 5/16 grade 5 bolts, installed 90° to each other within one (1) inch of each other and within four (4) inches from exhaust housing flange.

16. All Super Stock, Pro Stock, Light-Limited Pro Stock, Super Farm and PS Semi engines are required to shield all rotating mass mounted to front of crankshaft 360 degrees from front of engine block to one inch in front of the rotating mass. Shield to be from frame rail to frame rail by a minimum of .125 steel or aluminum, and fastened to frame on each side by a minimum of two evenly-spaced bolts (3/8-inch Grade #5 minimum). The remainder of 360 degrees shield will be standard side and hood shielding.

a. All Super Stock, Pro Stock, Light-Limited Pro Stock and Super Farm tractors that utilize tube ladder-type frames must be covered on outside with steel or aluminum 0.060 thick.

Note: Shield may be notched to allow belt to pass through and beneath frame to drive fuel or oil pump.

17. Any turbo charged engines with a turbo larger than 4 inches must have figure 8 cable around turbo chargers (see PPL Rulebook).

I. Engines—Aviation, Marine, Industrial

1. Tractor pulling application when gearbox is used between the engine crankshaft and the clutch:

a. No torque converters behind the gearbox allowed.

b. Clutch assemblies are limited to a maximum diameter of 11 inches.

2. Tractor pulling applications with clutch mounted on the crankshaft or on a shaft connected to the crankshaft:

a. Clutch assemblies used in this application are limited to 11 inches in diameter.

Note: No alterations to the above specifications unless approved by PPL.

3. Tractor pulling applications where clutch or torque converter is mounted on crankshaft:

- a. Clutch assemblies used in this application are limited to a maximum of 14 inches in diameter.
- b. No gray cast iron.
- c. Tractor must have entire clutch or torque converter area enclosed, front and rear, with 3/8-inch minimum thickness steel, 1/2-inch from rotating mass, with maximum centering on rotating mass. No gray cast iron.
- d. Shield to be surrounded with scatter blanket that meets SFI Spec. 4.2, with blanket centering on rotating mass and to be a minimum of 12 inches wide, so that it covers the clutch and all clutch components.

J. Turbine Engines

1. A turbine engine that exceeds 8000 RPM on the output shaft will not use a clutch/flywheel assembly to an automatic transmission.
2. Exhaust pipe must extend a minimum of six (6) inches above the bend of the pipe.
3. No turbine will be operated beyond military specifications, temperature and RPM limits.
4. All air intakes shall be screened with a metal screen having a 3/16-inch or smaller opening.
5. Turbines under 1500 HP may use a steel containment shroud 3/8 minimum. 1/2-inch minimum is required for over 1500 HP. Shield must extend a minimum of five (5) inches forward and ten (10) inches aft of the turbine section and must have a minimum of 3/8 thick flanges extending radially inward from the shroud on both ends of the shroud, within a maximum of one (1) inch of engine and ID of flange must be maintained for cooling air inside the shroud. Flanges may be scalloped out to clear accessories, brackets or tubing and may be either rolled edges or tubing and/or steel rings attached by welding or riveting to the shroud.
6. Composite containment shroud:
 - a. The T-55 has multiple steel engine castings, the inner portion of the sandwich may be .032-inch minimum aluminum.
 - b. All other jet engine types require 30 plies of 328 weave Kevlar 29 material with the steel Kevlar aluminum sandwich system.
 - c. Numerous bolts inserted through the three segments are required.
 - d. A 1/2-inch air gap must be maintained for all air movement.
 - e. End flanges are not required when using Kevlar sandwich.
7. Exhaust stack diameter to be no smaller than one (1) inch of engine outlet.
8. Two (2) overspeed devices are required on turbine wheels.
9. Governor setting not to exceed manufacturer's maximum specifications.
10. Overspeed shutdown consisting of a speed monitor activating a normally closed solenoid valve located between the fuel control and fuel manifold. Trip setting to be low enough to prevent overspeed in case of driveline failure.
11. No Lycoming T-55-L-11 or TF-35 engines allowed as competition engines.
12. Turbine engines allowed starter motor onboard, or auxiliary power unit to be carried onboard and running during a competition attempt, but must not be hooked into the drivetrain during competition attempt.

K. Exhaust Systems

1. All vehicles must have exhaust discharging vertically within ten (10) degrees of plumb.
2. No megaphone pipes allowed.
3. Venturi-type headers acceptable.

L. Fuel and Fuel Containers

1. Legal fuels
 - a. Alcohol, water, diesel fuel, aviation gas, gasoline and turbine fuel. Prohibited are oxygen carriers and combustion accelerators.
 - b. Methanol.
 - (i.) It is a liquid with a mild odor at ambient temperatures.
 - (ii.) It is sold in two U.S. Federal Grades: A and AA.
 - (iii.) Each grade is acceptable for use in OSTPA competition. The purity standards for each grade are shown in the table below.

Note: Methanol is tested and certified at OSTPA events through the application of various methods of chemical analysis as considered appropriate by Fuel Check personnel. Any deviation from these standards in the fuel sample will result in disqualification.

Methanol is classified as a hygroscopic substance, which means that it readily absorbs moisture from the air. Because of this property, it quickly renders methanol illegal as a fuel for use in OSTPA competition.

Note: Competitors are cautioned to keep methanol containers tightly capped at all times to minimize the absorption of moisture. Competitors are encouraged to have Fuel Check personnel check samples of their methanol any time there may be doubt as to its purity.

- c. Ethanol.
- d. Gasoline. Gasoline is a mixture of hydrocarbons. It is a good electrical insulator, which is called dielectric. Its relative effectiveness as an insulator is represented by its "Dielectric Constant" (DC). The average DC for the hydrocarbons

that comprise gasoline is 2.025. This is defined as a reading of 0 with the OSTPA Fuel Check meter. To compensate for possible temperature differences of gasoline, which can cause slight variations in the DC, the maximum acceptable meter reading is +5, with 0 as the reference reading. A gasoline that has a DC reading that is greater than 2.3 will cause the meter reading to be outside this range. The addition of compounds containing nitrogen and/or oxygen may produce a mixture with a DC reading that is greater than 2.3. Most gasoline will meet this criteria.

e. Diesel fuel. Diesel fuel is defined by the OSTPA as a pure hydrocarbon. The OSTPA will evaluate diesel fuel using the Dielectric Constant (DC) value. That value shall be determined by the OSTPA Fuel Check meter only. The OSTPA Fuel Check meter shall use Cyclohexane to establish the zero reference point for determining all diesel fuel DC values. Diesel fuel standards for PPL dielectric constant test are greater than 30 and less than 100. Any mixture of diesel fuel, upper cylinder treatments, cetane, etc. that does not fit into the required standard will be disqualified. The use of additives containing oxygen, such as nitromethane, propylene oxide, dioaxane, MTBE, alcohol or nitrous oxide, are strictly prohibited. These additives, and others of the oxygen-bearing family, will significantly change the DC value of any diesel fuel. Diesel fuel with DC values that fall outside the OSTPA standards will not be allowed for use in competition.

Specifications for Pure Methanol

| Property | Grade A | Grade AA |
|---|-------------------------|-------------------------|
| Methanol content, wt percentage, min | 99.85 | 99.85 |
| Acetone and aldehydes, ppm, max | 30 | 30 |
| Acetone, ppm, max | | 20 |
| Ethanol, ppm, max | | 10 |
| Acid (as acetic acid), ppm, max | 30 | 30 |
| Water content, ppm, max | 1500 | 1000 |
| Specific gravity, 20/20° C | .7928 | .7928 |
| Odor | Characteristic | Characteristic |
| Distillation range at 10t kPa (760mm Hg) | 1°C, must include 64.6° | 1°C, must include 64.6° |
| Color, platinum-cobalt scale, mix | 5 | 5 |
| Residual on evaporation, g/100 ml | .001 | .001 |
| Carbonizable impurities; color platinum-cobalt scale, max | | 30 30 |

OSTPA acceptable methanol levels .791-.793

2. Illegal fuels.

- All forms of nitromethane (including nitrous oxide and propylene) as a fuel or fuel additive for pulling.
- No pressurized fuels allowed except in U.L.-approved pressure tanks.
- No oxygen allowed.

3. Acceptable fuels are gasoline, diesel fuel, alcohol and methanol. No fuels in pressurized containers.

4. No oxygen carriers or combustion accelerators.

5. No nitrous oxide, nitro methane or propylene oxide.

6. Top lube is allowed, but no nitro-based top lube will be accepted.

7. All competitors will report to the scales full of fuel.

M. Safety Switches

1. All vehicles will be required to use a kill switch.

2. Kill switch will be securely mounted to the back of the vehicle and have a two (2) inch diameter ring to attach the sled.

3. A white safety light is required to indicate that competition vehicle is in reverse during process of hooking or unhooking from sled. An additional neutral light, amber or green in color, will illuminate when vehicle is in neutral.

4. All vehicles will have a safety switch. The safety switch will ground the ignition and the electric fuel pumps on spark ignition motors.

5. Kill switches on diesel motors will have:

a. Air shut off must be operated from driver's seat.

b. Air shut off will consist of cap or guillotine that closes off air into the engine. The cap or guillotine will be spring-loaded.

6. Kill switch ring must be secured with a single nylon tie wrap (1/8 inch). The tie wrap must be broken for a re-pull. Competitor will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.

7. If vehicle has a kill switch or shutoff located in legal position, and during the pull it is pulled and the nylon strap is broken and the presiding official inspects and finds switch capable of operating properly under normal conditions, the vehicle will be allowed to re-pull immediately or drop six positions. The decision to drop must be made before the vehicle leaves the track. It is the competitor's responsibility to see that the switch is checked by the official before his/her vehicle leaves the track.

N. Safety/Roll Cage

1. Safety Apparel
 - a. Fire suits required in all classes, minimum of SFI 3.2.
 - b. In flip top bodied vehicles without a firewall or working doors, the driver will be required to wear an SFI 3.3 approved suit.
 - c. Fireproof gloves, fireproof head-sock, and fireproof shoes must meet SFI Spec. 3.3.
 - d. All helmets must meet Snell 90 minimum, or SFI Spec. 31.1, 31.2, 41.1, or 41.2.
2. All pulling vehicles are required to have a minimum of one 2.5 lb. fire extinguisher. Extinguisher must be within reach of driver.
3. Seatbelts must require 16.1 SFI Spec. on all driver restraint assemblies and be worn during competition.
4. No batteries are allowed inside the cab of the vehicle unless they are in a marine battery box and secured to the vehicle frame.
5. All pulling vehicles will have a dead man throttle that will automatically return to the closed position. Throttles will work in a reverse to forward motion, reverse being closed.
6. All pulling vehicles must have a starter interrupter switch that will allow starter engagement only in neutral or park position on a transmission gear selector.
7. All vehicles using a foot throttle must use a toe strap.
8. All vehicles using an automatic transmission must have a positive gear lockout.
9. All pulling vehicles must have a neutral safety light.
 - a. A green or amber light automotive quality, a minimum of 2 inches in diameter, must be mounted within 30 inches of hooking point. And within 6 inches of center line.
 - b. A light in the driver's compartment must be operated off the same system.
 - c. Both lights and the starter interrupter switch will be operated off of the shifter lever.
10. All Pro Stock tractors, Super Stock tractors, Super Farm tractors and Modified tractors will require 47.1 SFI Spec rollover protection.

O. Seats and Fenders

1. All tractors must have some type of barrier between driver and tire. Barrier must be capable of supporting weight of driver.
2. All vehicles must have a strong and rigid seat.
3. Fender must be constructed so that when driver is secured in the competition position, no part of the driver's body can touch the tires.

P. Stabilizer Bars

1. Stabilizer bars should be rigid in all directions and must support the weight of the vehicle for the heaviest class it will compete in.
2. Stabilizer pads must not be more than ten (10) inches off the ground.
3. The stabilizer pad should be parallel to the ground and must be a minimum of five (5) inches square, with a minimum of twenty (20) inches allowed from the outside of one pad to the other.
4. Stabilizer bars may be in no way connected to drawbar assembly.
5. Stabilizer bars must have a brace that extends vertically twelve (12) inches from the rear most tip of the skid pads. There must be a support brace extending inward to frame axle or top of stabilizer bar arms. Vertical brace should extend rearward a minimum of two (2) inches from radius of rear tire.
6. Stabilizer bars are required on all classes, except for SMFWD and Pro Stock Semi trucks.

Q. Supercharger/Turbocharger

1. OSTPA vehicles will follow PPL turbocharger safety rules for their class.
2. Supercharger limit: maximum size 14-71, 19-inch rotor case length, 11.25-inch rotor case width. Helix restricted to a maximum rotor spiral of 6.5 degrees per inch of rotor length. Variable multi-speed supercharger devices prohibited.
3. No cutting or grinding on Allison supercharger wheels.
4. On pulling vehicles the tubing on the pressure side of the turbocharger or supercharger to the intake must be under the hood or side shields, or bolted or strapped securely.

R. Tires

1. New tires and/or tire sizes other than what is currently being used in PPL competition must have OSTPA Executive Board approval before being used. New tires must be measured in an uncut form.
2. Contests open to pulling vehicles with rubber tires. No four wheel drive allowed, except SMFWD trucks.
3. No dual tires, except semis. No tire studs or chains allowed.
4. No radial tires will be allowed in any division (drive tires), except PS Semis.
5. Modified/Super Stock divisions (all levels): Maximum tire size allowed for competition: 30.5 x 32 with a maximum of 210-inch circumference when inflated to 10 psi. Tread width not to exceed 32 inches.

6. Pro Stock/Light-Limited Pro Stock/Super Farm divisions (all levels): Maximum tire size allowed for competition: 24.5 x 32 with a maximum of 210-inch circumference when inflated to 10 psi. Tread width not to exceed 25 inches.

Tire/Rim Safety Warning: A tire/rim assembly may burst with explosive force causing serious injury or death if:

- 35 psi cold inflation pressure is exceeded.
- The rim is welded without the tire first being removed.
- The tire is drilled or screwed onto the rim.

S. Weights

1. No tarp straps will be allowed to secure weights.
2. Weights must be securely fastened and no transfer of weights while vehicle is in motion will be allowed.
3. Weights must not extend rearward beyond rear tires. Exception: TWD trucks, SMFWD trucks, and Pro Stock Semis.
4. Any ballast lost while hooked to the sled and under the green flag will be cause for disqualification. If weights touch the ground, although they may still be attached to the pulling vehicle, the pull will be disqualified (internal breakage excepted).
5. Weights must not interfere with the kill switch, drawbar or chain.

VI. MODIFIED TRACTORS PULLING RULES

A. Modified tractors are those using any combination of engine(s), transmission(s) and final drive.

B. No portion of tractor may exceed 14 feet forward of the center of the rear wheel.

C. Class A Pull and Grand Ohio Pull 7800 Modified

1. Vehicles that compete at this level may be any combination of engine(s), transmissions(s), and final drive they can run in their weight division.
2. Any four reciprocating, internally combusted, automotive engine type tractors will be limited to 8-71 supercharger maximum.
3. Any three reciprocating, internally combusted, automotive engine type tractors will be limited to 14-71 supercharger maximum.
4. Any two Allison or Rolls Royce type powered tractor may stage air compressing devices.
5. Any two (2) industrial engines. Maximum of 2 pressure stages.
6. All turbine powered tractors will be limited up to 8600 horsepower rating including water rated as 10%. (Ex. $2850 \times 2 = 5700 + 10\% \text{ water } (570) = 6270 \text{ total HP.}$) See Turbine Engines for horsepower ratings.
7. Competitors may disable engine or engines to meet class limits.
8. All automotive engines are limited to two (2) valves per cylinder.
9. No screw type superchargers allowed.
10. Maximum bore spacing is 5.00".
11. No timing delay devices permitted.
12. One (1) industrial diesel engine running on diesel fuel with two pressure stages or less can use electronic fuel injection computer controlled.
13. Allow 3 Allison engines with 9.6-1 blower ratio with 9 3/4 inch wheel.

D. Class B & C Pull 7500 Modified

1. Three (3) blown automotive engines with 8-71 superchargers at the overdrive limits listed below or single staged turbocharger. No intercooler allowed.
 - a. Wedge heads that will accept a stock OEM intake manifold bolt pattern limited to 70% maximum overdrive.
 - b. Big Chief or any wedge head without a stock OEM intake manifold bolt pattern are limited to 50% maximum overdrive.
 - c. Hemi Heads are limited to a maximum of 45% overdrive.
2. Two (2) blown automotive engines with 14-71 superchargers at 70% maximum overdrive or single staged turbocharger. No intercooler allowed.
3. Four (4) naturally aspirated Big Block automotive engines.
4. Five (5) naturally aspirated Small Block automotive engines.
5. One (1) Allison engine with twin turbo or aux staged plus one naturally aspirated automotive engine.
6. One (1) Allison engine with single staged supercharger or turbocharger, injected or carbureted, plus one automotive blown engine with an 8-71 blower limit.
7. Two (2) Allisons on gas, with a maximum of 8.8-1 supercharged ratio, or two (2) Allisons on alcohol, with a maximum of 8.1-1 on one engine and 8.8-1 on second engine with stock Allison 9.5 inch blower wheel with water. Stock Allison type two port butterfly or a maximum three (3) Holly 850 CFM automotive-type carburetors, must use SFI spec 4.2 blower containment device.
8. One (1) industrial or marine engine twelve (12) cylinder limit. Diesel allowed. Two (2) compression stages maximum.
9. Two (2) Packards on gas or alcohol, with 6.5-1 supercharger. Stock Packard butterfly must be utilized.

10. Three (3) Ranger aircraft engines with a maximum of 800 cubic inches each, with single stage centrifugal chargers on alcohol with fuel injection.

11. One (1) turbine or combination of PPL recognized turbine engines not to exceed a maximum of 4800 total horsepower using the rating as approved by PPL listed below.

12. All automotive engines may run a maximum of two (2) valves per cylinder and are limited to one (1) spark plug per cylinder on state and regional level.

Note: You may carry more engines than the maximum number allowed in the 7500 lb. modified class as ballast, but must disable extra engine's position. Same engine's position must remain disabled for that session.

13. Two (2) industrial engines with 504 c.i. maximum and one stage of boost per motor.

14. One (1) industrial diesel engine running on diesel fuel with two pressure stages or less can use electronic fuel injection computer controlled.

E. PPL recognizes the following turbine engines for use in PPL competition and their military horsepower ratings are as follows: (No turbine engines other than those listed may be used)

Lycoming

| | |
|-----------------------|------------------------|
| T-53 L-1.....798 hp | T-55 L-1.....1460 hp |
| T-53 L-3.....890 hp | T-55 L-5.....2200 hp |
| T-53 L-5.....890 hp | T-55L-7.....2650 hp |
| T-53 L-7.....1000 hp | T-55 L-7C.....2650 hp |
| T-53 L-11.....1000 hp | T-55 L-11D.....3400 hp |
| T-53 L-13.....1400 hp | T-55-L712.....3750 hp |

General Electric

| | |
|----------------------|---------------------|
| T-64 6.....2690 hp | T-58-3.....1070 hp |
| T-64 7.....3435 hp | T-58-8.....1150 hp |
| T-64 412.....3695 hp | T-58-10.....1250 hp |
| T-64 413.....3700 hp | |
| T-64 415.....4030 hp | |

Pratt

| |
|------------------------|
| JFTD 12-4A.....4100 hp |
| JFTD 12-5.....3430 hp |
| JFTD 12-5A.....4430 hp |

Isotov

| |
|----------------------|
| TV-2-117L.....1500hp |
| TV-117H.....1700hp |
| TV3-117M.....1900hp |
| TV4-1170.....2200hp |

Note: All above engines will be allowed to run water/alcohol in addition to having overspeed safety devices set to a maximum of 110%.

F. Chassis

Modified tractors that have the frame bolted to the transmission shall also have the frame bolted to the axle housing to prevent splitting of tractor. The frame must be of sufficient strength that even when the bolts from the plate of the transmission or rearend are removed, the frame still supports the weight of the tractor in the heaviest class being entered.

G. Driveline/Driveline Shielding

1. No drive shaft over 48 inches long allowed. No input or output shaft that attaches to drive shaft may extend more than 4 inches beyond a bearing.

2. A minimum of 1-inch material between bolt and end of drive shaft shield. A minimum of 1-inch material is to be in pilot holder at each end of the drive shaft shield. A minimum of (8) 3/8-inch (Grade #8) bolts to hold carrier bearing assembly if attached to a vertical plate.

3. All carrier bearings must be approved by PPL.

H. Tires

1. 30.5 x 32 with a maximum of 210-inch circumference, when inflated to 10 psi. Tread width not to exceed 32 inches.

VII. SUPER STOCK TRACTORS PULLING RULES

A. Class weights/drawbar heights/cubic inch:

1. Alcohol powered tractor with OEM head (max. 650 c.i.+1%): 8,300 lbs. and 20-inch drawbar height.
2. Alcohol powered tractor with aftermarket head (max. 650 c.i.+1%): 8,000 lbs. and 18 inch drawbar height.
3. Diesel Super Stocks (max. 650 c.i.+1): 8600 lbs. and 20" drawbar height

4. Alcohol powered tractors with an aftermarket push rod head (6 cylinder): 8,000 lbs. and 19" drawbar height.
5. Alcohol-powered tractors with V-8 aftermarket heads (max. 650 c.i.+1%): 7500 lbs. and 18" drawbar height.
6. Alcohol-powered tractors with an aftermarket push rod head (504 c.i.+1% or smaller): 8000 lbs. and 20" drawbar height.

B. OEM Chassis

It shall consist of the following:

1. Engine block must remain in original location as located by manufacturer.
2. Only engines considered legal to be used in Super Stock division must be available in two wheel drive farm tractors except for component chassis, in which case, refer to number 15, letter g. (This applies to both OEM and Component type.)
3. The stock transmission housing or manufacturer's replacement and the stock final drive housing or manufacturer's replacement.
4. Allow tractors with cast tub (belly)-type frame (i.e., Oliver, Cockshutt, White) to remove complete frame from front of transmission housing. Engine and clutch housing to remain in original location and mounted solid as intended by original manufacturer.
5. The OEM engine block of given brand to remain consistent with that brand of transmission and rear housing as well as sheet metal. It cannot be modified externally, except for normal repair or for mounting of fuel injection pumps.
6. Internal webbing and water jacket must remain intact with provisions to re-bore engine block be provided.
7. Maximum distance of one (1) 1-inch deck plate between bottom of cylinder head and top of engine block. No plates allowed between cylinder jug assembly and crankcase, i.e., Duetz-Allis, Minneapolis-Moline, etc.
8. An external hold-down device is allowed to hold head to block. This device connects top of head to bottom of block, and must remain behind side shields.

Note: This device does not replace the safety cable, which must remain in place.

9. All engines must be secured and held rigid to OEM chassis. Engine cannot move independent of rearend/transmission housing.

10. Any alterations to the chassis shell must have the written approval of the PPL/OSTPA Technical Services Department before the tractor in question will be considered a legal PPL/OSTPA entry.

Note: The criteria used by the board will be the retention of stock appearance.

11. The chassis and frame must remain stock from the rear of the engine block to the rear of the tractor.
12. The grill may be altered to allow air intake, but not totally removed.
13. The clutch housing, transmission case, rearend housing, and axle housing must be OEM, with no aluminum replacements.
14. No auxiliary internal combustion engines are allowed onboard to drive pumps, accessories, etc.

Component Chassis:

15. PPL/OSTPA will allow component tractors at all levels of Super Stock competition under the following criteria:
 - a. Must install an aftermarket frame with an SFI-6.2 or 6.3 bellhousing to replace the original clutch housing. Must also install an aftermarket transmission and rearend to replace the original equipment transmission and rearend/final drive housing. (If larger than 11-inch clutch is used, refer to industrial, marine clutch rules listed in General rules.) No cast iron Ag-type transmission or rearend components allowed. Aftermarket transmission and rear ends components must be approved by PPL/OSTPA Technical Services.
 - b. Primary and secondary drawbar and rollcage, with five-point restraint harness, must be part of the aftermarket frame structure.
 - c. Engine block of given brand to remain consistent with that brand sheetmetal. The engine block cannot be modified externally from OEM configuration, except for normal repair or for mounting of fuel injection pumps.
 - d. Engine location on component Super Stock tractors: centerline of the crankshaft may not be below the centerline of rear axle and must be parallel within two degrees in relationship to the ground. (Two degrees equals 7/16th-inch per foot. This equals approximately four inches of fall from center of rear axle to the 114-inch wheelbase point. This to be measured with tire, hitch and weight in ready to pull position.
 - e. All engines in component Super Stock tractors to be mounted no farther than 60 inches from the centerline of the rear axle to rear of engine block.
 - f. Crankshaft centerline to be between top and bottom rail of frame. Bottom of frame rail may be no more than six inches below centerline of crankshaft from rear of engine block forward.
 - g. Component tractors at PPL/OSTPA level are allowed to use any agricultural type engine that conforms to sheet metal and cubic inch limits. Diesel engines only to be allowed to use OEM four valve head for that series engine.
 - h. All tube ladder-type frames must be covered on outside with steel or aluminum 0.060 thick and run in the same plane as the crankshaft.
 - i. Appearance to remain stock of given brand and model.
 - j. Driveline shielding same as Modified tractor rules.
 - k. All component tractors can run a maximum of 114-inch wheelbase, with maximum overall of 13 feet from center of rear axle to forward most point.

1. All component tractors construction must be pre-approved by PPL/OSTPA Tech.

C. Clutches

1. Non-Component Super Stock tractors are required to have an SFI Spec. 4.2 bellhousing blanket.
2. Only mechanically-activated clutches are permitted.

D. Frame/Sheet Metal

1. Tractor must have hood and grill in place as intended by the manufacturer.
2. Sheet metal may be upgraded to present manufacturer upon approval by PPL Technical Services.
3. Sheet metal upgrade may not cross original manufacturer's lines. For example, Case to IH, or Oliver to Minneapolis Moline.
4. Sheet metal to be stock length and in stock location.
5. Tractor must retain stock appearance.
6. The distance from the center of the rear axles to that part of the hood that is farthest forward must be the same length as that model of the upgraded sheet metal.
7. Wheelbase rule will apply according to the original chassis, not to the model of the upgraded sheet metal.
8. Maximum of 114-inch wheelbase unless originally produced with longer wheelbase, in which case stock length must remain. Maximum length of 13 feet from center of rear wheel to forward most portion.
9. Super Stock Chassis Rule B:1-9 above will apply according to the original chassis, not to the model of the upgraded sheet metal.

E. Engines

1. Super Stock class limited to 650 cid +1%.
2. Turbocharged engines are required to have one cable that must surround the engine block and head. This cable must be placed between first and second cylinder through exhaust manifold port area.
 - a. Cable must be a minimum of 3/8-inch thickness.
 - b. Cable must have a minimum of (2) clamps at the splice.
 - c. Cable must have approximately 4 inches of slack.
 - d. Multiple-head engines require one cable per head.
3. Super Stocks are limited to (3) pressure stages, with a maximum of (4) turbochargers.
4. Super Stock tractors are limited to (2) valves per cylinder.
5. For alcohol Super Stocks... 1/8" cable must be wrapped around stages with multiple turbochargers. Cable must wrap two revolutions around turbo(s) clamped by a minimum of two clamps at splices. (i.e. engine cable)
6. Tractors must have stock block, agricultural type block, OEM replacement block or its replica. A replica to be considered must retain stock bore spacing and operate with the stock crankshaft for the model without any alterations for chassis mounting. Block cannot be altered in any way externally, except for normal repair or for mounting fuel injection pumps. Internal webbing and water jacket to remain intact with provisions to re-bore motor block. No automotive blocks permitted.
7. OSTPA to make the 11,000 Series Allis Chalmers Engine a legal replacement engine for all tractor classes – SF, PS, SS – in an Allis Chalmers chassis.
8. 40 Series Detroit engine considered a legal replacement engine for AC 426 engine application with an approved rear engine plate. In Super Farm, Pro Stock and Super Stock Division.

F. If PPL/OSTPA Technical Services doubts the legality of any entry, or upon protest by another contestant in that class, contestant in question must verify that 150 units of the tractor in question must have been manufactured (notarized statement from the manufacturer), furnish parts numbers, and prove to the board's satisfaction that the tractor is a legal entry.

G. Metal deflection shield between driver and engine from top of hood to top of torque tube or trans housing or clutch housing from side shield to side shield. This also serves as a flash fire shield.

H. Tractor must have either:

1. Safety tie bars mounted to rear axle housing with at least (4) axle housing bolts and extending forward of flywheel area and fastened to side of block or main frame with at least (2) 5/8-inch bolts, OR,
2. A one-piece frame extending from front of tractor to rear axle housing mounting bolts.

Note: Tie bars or frame must be of sufficient strength to support weight of tractor with the bolts used to split the tractor removed.

I. Safety blankets must be on the inside of the tie-bar and the tie-bar must be fastened forward of the rear of the engine block.

J. All ether bottles (or starting aids) must be placed outside of engine compartment.

K. Super Stock tractors that require tools for the removal of side shields must be equipped with an onboard fire control system. Onboard system nozzles must be in engine compartment.

L. OSTPA Competition

1. Pro Stock tractors are allowed to compete, under their own division rules and regulations (excluding weight), in Super Stock classes.

M. Tires

1. 30.5 x 32 with a maximum of 210-inch circumference, when inflated to 10 psi. Tread width not to exceed 32 inches. Note: Width determined by manufacturer's size.

N. Safety

1. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½-inch larger than control.

2. Super Stock tractors utilizing onboard fire extinguishing system must place on nozzle on each side of engine, inside the engine compartment. Not to be attached to the sheet metal.

VIII. PRO STOCK TRACTORS PULLING RULES

A. OEM Chassis

It shall consist of the following:

1. The stock engine block or OEM block that will operate with the stock crankshaft for that model without any alterations for chassis mounting.

2. Tractors using a full frame must locate engine at or above centerline of rear axle. Tractors with cast tub (belly) type frame (i.e. Oliver, White, John Deere) allowed to remove structure from front of transmission housing forward. Full frame extending from front of tractor to rear axle-housing bolts must be used to replace tub in this application. Engine block and clutch housing must remain in original position from centerline of rear axle to rear of block not to exceed 60 in. (even if OEM model is farther forward more than 60 in., i.e. new style John Deere) Engine block must be mounted solidly to full frame at both front and rear.

3. All engines must be secured and held rigid to OEM chassis. Engine cannot move independent of rearend/transmission housing.

4. The stock transmission housing or manufacturer's replacement and the stock final drive housing or manufacturer's replacement.

5. The OEM engine block cannot be modified externally, except for normal repair or for mounting of fuel injection pumps.

6. Internal webbing and water jacket must remain intact with provisions to rebore engine block may be provided.

7. Any alterations to the chassis shell or the stock appearance must have the written approval of PPL/OSTPA Tech before the tractor in question will be considered a legal PPL/OSTPA entry.

NOTE: The criteria used will be the retention of stock appearance.

8. The chassis and frame must remain stock from the rear of the engine block to the rear of the tractor.

9. The clutch housing, transmission case, rearend housing, and axle housing must be OEM, with no aluminum replacements.

10. OEM Chassis – identified as any tractor with engine block mounted and connected to clutch/transmission housing in same manner as intended by OEM. Engine must remain in original location forward from centerline of rear axle and mounted solidly as located by OEM manufacturer.

11. Wheelbase: Maximum wheel base: 114 in. (center of front spindle) Maximum distance from centerline of rear axle to furthest point forward: 13 ft. (This would apply to all Pro Stock tractors)

Component Chassis

12. OSTPA will allow component tractors at all levels of Pro Stock competition under the Super Stock tractor component rules.

B. Clutches

Only mechanically activated clutches are permitted.

C. Frame/Sheet Metal

1. Tractor must have hood and grill in place as intended by the manufacturer.

2. Sheet metal can be upgraded to present manufacturer by PPL Tech approval.

3. Sheet metal upgrade cannot cross original manufacturer's lines. For example, Case to IH, or Oliver to Minneapolis Moline.

4. Sheet metal to be stock length and in stock location.

5. Tractor must retain stock appearance.

6. The distance from the center of the rear axles to that part of the hood that is farthest forward must be the same length as that model of the upgraded sheet metal.

D. Engines

1. No engine larger than 680 cid. (+ or – 1 percent)

2. Pro Stocks are limited to (1) pressure stage and allowed one air compressing device.

3. Pro Stock tractors are limited to (2) valves per cylinder.

4. Pro Stock tractors are limited to one fuel injection nozzle per cylinder.

5. OSTPA considers the 11,000 Series Allis Chalmers Engine a legal replacement engine for all tractor classes – SF, PS, SS – in Allis Chalmers chassis.

6. An external hold-down device is allowed to hold head to block. This device connects top of head to bottom of block, and must remain behind side shields. Note: This device does not replace the safety cable, which must remain in place.

7. Tractors must have stock block, agricultural type block, OEM replacement block or its replica. A replica to be considered must retain stock bore spacing and operate with the stock crankshaft for the model without any alterations for chassis mounting. Block cannot be altered in any way externally, except for normal repair or for mounting fuel injection pumps. Internal webbing and water jacket to remain intact with provisions to re-bore motor block. No automotive blocks permitted.

8. Component Pro Stock tractors with V-8 engine, the back of the block can be 68" forward from the centerline of the rear axle.

9. OSTPA will only allow V-8 diesel engines that were offered in a two wheel drive tractor from OE factory.

E. May have one fuel injection pump of any size.

F. Pro Stock Fuel

1. Diesel fuel only. Water injection and/or intercooler allowed. Use of gasohol and/or alcohol is prohibited.

2. To allow any legal PS tractor to run gasoline.

Note: The rule to be looked at every year by the PS class members and the Executive Board to keep all in check. If any one tractor should win first place more than 25% of the pulls in one year, that tractor would have to move up to the SS class or back down to fit in the PS class.

G. No four-wheel drive model tractor is eligible as a Pro Stock entry.

H. If PPL/OSTPA Tech doubts the legality of any entry, or upon protest by another contestant in that class, contestant in question must verify that 150 units of the tractor in question must have been manufactured (notarized statement from the manufacturer), furnish parts numbers, and prove to the board's satisfaction that the tractor is a legal entry.

I. Competition

Pro Stock tractors are allowed to compete, under their own division rules and regulations (excluding weight), in Super Stock class.

J. Tires

1. 24.5 x 32 with a maximum of 210-inch circumference, when inflated to 10 psi. Tread with not to exceed 25 inches.

K. Safety

1. Pro Stock tractors that require tools for the removal of side shields must be equipped with an onboard fire control system. Onboard system nozzles must be in engine compartment. Pro Stock tractors utilizing onboard fire extinguishing system must place one nozzle on each side of engine, inside the engine compartment. Not to be attached to the sheet metal.

2. All ether bottles (starting aids) must be placed outside of engine compartment.

3. See Super Stock Tractor Section for requirements for shielding, engine restraint cables and safety tie bars.

IX. LIGHT-LIMITED PRO STOCK TRACTORS PULLING RULES

All Pro Stock rules apply except:

1. 9,000 lbs

2. No component chassis – OEM chassis only

3. No inner or after coolers

4. No overhead cams

5. 2 valves per cylinder
6. Diesel fuel only
7. Cylinder head must be OEM Ag-type for brand of engine, no billet heads
8. 1 fuel plunger per cylinder
9. 1 turbo charger (Limited Pro Stock Tractors to use PPL turbo rule.)

Light Pro 540 ci (+1%) or smaller engine –

1. Maximum fuel injection pump Bosch P pump 3000 or 7100 series
2. no billet pumps

Limited Pro larger than 540 ci up to 640 ci (+1%) engine –

1. Maximum fuel injection pump Bosch P pump
2. no billet pumps
3. 4.1 inch intake turbo smooth bore housing (No Map Ring) (Use PPL Limited Pro Stock Tractor turbo rule.)
4. No exhaust restrictions

X. SUPER FARM TRACTORS PULLING RULES

Note: The Super Farm class will run under OSTPA OEM chassis only (no components) Pro Stock division rules, plus the following rules.

A. Engines

1. No engine larger than 640 cid (+1 %)
2. Engine head must be OEM agricultural-type for that brand engine.
3. No overhead cams allowed.
4. Manifolds
 - a. OEM head and manifolds for same brand block and same series engine.
 - b. OEM intake and exhaust manifold assembly only. No spacers between manifold and head.
 - c. No altered or modified manifolds, i.e. tubing or box type manifolds.
 - d. No Intercoolers/Aftercoolers. Water injection to be the only means of cooling intake air on Super Farm tractors.
 - e. If a OEM intercooler manifold is used it must be disconnected from all cooling means.
 - f. No CO2 or any other means of cooling the air in the piping or manifold.

Note: Alteration for turbo mounting allowed.

g. V-8 Engine Configurations: Turbo must be mounted to an OEM exhaust manifold from same brand engine (ie. Cat engine, Cat exhaust manifold). Fabricated adapter pipes form OEM exhaust manifolds on cylinder heads to turbo manifold section allowed. Fabricated air inlet manifold from turbo to a single point of entry per cylinder head allowed.

Note: This doesn't change anything for the 6-cylinder engines.

5. OSTPA considers the 11,000 Series Allis Chalmers Engine a legal replacement engine for Super Farm in an Allis Chalmers chassis.

6. 40 Series Detroit engine considered a legal replacement engine for AC 426 engine application with an approved rear engine plate. In Super Farm, Pro Stock, and Super Stock Division.

7. Turbo

Note: Turbochargers subject to spot check by OSTPA tech officials at any time.

- a. Exhaust bolt pattern no larger than 2.750 inches x 3.5 inches, or 69 mm x 88mm.
- b. No altering of a housing to accommodate a smaller base; e.g., T8A95 with a small base welded to it.
- c. Turbo, spacer/adaptor plate (between Turbo and exhaust manifold) may be a maximum of 3" tall with angle permitted with a maximum allowance of .130 total gasket material.
- d. The compressor inlet measurement to be measured at the face of the wheel a maximum of 3.0 inches. Tips of wheel must protrude into 3 inch opening at least 1/8 inch.

Note: Housing may use a reducer or slug if welded in place. No setscrews or provisions to remove slug. Tips of wheel must still protrude into opening.

e. The exhaust outlet measurement to be measured at the face of the wheel a maximum of 3.0 inches. Tips of wheel must protrude into 3 inch opening at least 1/8 inch.

Note: All exhaust and compressor wheels must be a manufactured, one-piece design. Only one intake compressor wheel and one exhaust turbine wheel allowed in one turbo.

No compressor or exhaust turbine wheel can be modified by attaching additional fins or other components to wheel by any method.

Note: Housing may use a reducer or slug if welded in place. No setscrews or provisions to remove slug. Tips of wheel must still protrude into opening.

f. No wastegates or wastegate type exhaust housing allowed including wastegate type exhaust housing with wastegate removed. No air entry after 3 inch opening in compressor or exhaust housing. No MAP width enhancement grooves. No variable geometry turbo.

g. Exhaust turbine housing height limited to 9.5 inches when measured from the bottom of the exhaust housing bolt pattern base to the top of the housing.

h. The maximum allowed clearance on each side between turbine wheel and the 3 inch opening when measured at the 1/8 inch protrusion not to exceed .050 maximum. This applies to both intake and exhaust sides.

i. Only one pipe and one inlet point from turbo outlet to intake manifold allowed on any inline engine configuration.

8. The maximum size pump for diesel injection is a p-pump. Only one plunger per cylinder.

a. A sample valve must be installed for water and fuel injection sampling nearest the pump as possible.

B. Tires

Maximum 48 lugs allowed on 24.5 x 32 with a maximum of 210-inch circumference, when inflated to 10 psi. Tread width not to exceed 25 inches.

C. Weight

Super Farm class to weigh 9300 lbs.

XI. SUPER MODIFIED FWD TRUCKS PULLING RULES

A. All vehicles must be four wheel drive.

B. Diesel-powered truck to run 24" drawbar and 7500 lbs. in SMFWD class.

C. Engines

1. All SMFWD trucks allow naturally aspirated engines at any cubic inch or supercharged engines and diesel engines no larger than 500 cubic inches.

2. Engines are limited to a single automotive type engine. Automotive engine is any engine or its replica available in a passenger car or production pickup up to one ton. A replica to be considered must accept and swing a stock crankshaft. Acceptable engines to include Dodge V-10, Ford V-10 and pickup diesels. These engines must follow the rest of the rules related to cubic inch displacement, head configuration and pressure stages.

a. SMFWD blower and diesel trucks can be random checked for cubic inch.

b. Tech inspector has the option at any time to pump a vehicle.

c. \$50 fee for a protest to pump a truck.

d. Any illegal truck and driver is out for one year and ten days.

e. Any pump over has the right to tear down to prove legal. Must be done immediately.

3. Front of block must not extend more than 25 inches past centerline of front axle.

4. SMFWD trucks with blowers are limited to two valves per cylinder head and one spark plug per cylinder.

5. SMFWD trucks with blowers restricted to one pressure stage.

6. SMFWD trucks cannot use screw blowers.

7. Diesel SMFWD trucks with turbos limited to 2 pressure stages.

8. FWD vehicles must have provision on crankshaft to accommodate 1/2 inch square drive for use of cubic inch test.

D. Acceptable fuels are gasoline, alcohol and diesel.

E. All weights must be safely secured to truck, and must not extend forward more than 60 inches from the centerline of the front wheel.

F. Wheelbase to be no more than 133 inches. Tubular frame is permitted. Diesel powered trucks wheelbase to be no more than 158 inches.

G. Planetary transmission is permitted.

H. Drawbars/Hitches

1. Alcohol or gasoline powered trucks will have minimum drawbar length of 30% of wheelbase length. No drawbar greater than the angle of the sled chain. (Acceptable angle: 0 degrees to a maximum of 33 degrees.) Diesel powered trucks will have a minimum drawbar length of 44 inches from centerline of rear axle. (Acceptable angle: 0 degrees to a maximum of 33 degrees.)

2. Super charged trucks: max. 27 inch drawbar height. Naturally aspirated trucks: max. 29 inch drawbar height. Diesel powered trucks: 24 inch drawbar height.

3. Hitch must be rigid in all directions and solidly mounted.
4. No clevis or chains permitted in hitching device.
5. No portion of truck may interfere with sled, chain or hook during pull or while being hooked or unhooked.
6. An area 5 inches wide and 12 inches high immediately above the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking.
 - a. If body extends more than 12 inches behind point of hook, the open area must be 18 inches above drawbar and 24 inches wide at rear most point of body.
7. Vehicle must have tow hitch on front of vehicle.
 - a. It can extend no more than 6 inches ahead of the farthestmost front portion of the vehicle.
 - b. It will not be counted when measuring length of vehicle.
 - c. It must have a 3-inch opening, positioned horizontally.
 - d. It must be strong enough to push or pull the vehicle at its heaviest weight.
 - e. It is to be used only for pushing or pulling the vehicle.

I. Body/Chassis

1. Vehicle must have hood, grill, and fenders in place as intended by manufacturer.
2. Vehicle body style must be or have been available from a dealer as mass produced.
3. Vehicle must maintain original appearance.
4. Vehicle appearance
 - a. No cab and bare chassis, or flat beds permitted.
 - b. Non-metal floor allowed in bed.
 - c. Fiberglass hood scoops, spoilers, fender flares are allowed.
 - d. Allowed to use stock appearing pickup truck and van fiberglass bodies and body parts.
5. Side doors must be mounted and closed if vehicle was manufactured with doors.
6. Truck doors must have a single latch design, allowing the door to be opened from both inside and outside.
7. Flip-top-body type vehicles and vehicles that do not have two (2) working doors must have an escape hatch through the roof.

Note: Escape hatch will not be counted as a working door.

8. Adjustable front shocks or suspension stops must be mechanical. Pneumatic, hydraulic, electrical adjustable stops not allowed.
9. Vehicles must have safety glass or plexiglass in windshield and rear window. Factory tint is permitted.
10. Vehicles in this division must have vertical bumpers at the rearmost point of the vehicle. Bottom of bumper to be a minimum of 8 inches vertically. Must be rigid.
11. Hood line variance: original hood line should be kept and a 3-inch maximum clearance opening will be allowed for speed equipment.
12. Truck must have floor or bed cover.
13. Truck may compete without tailgate or rear door(s) for greater hook point visibility.

J. Frames

1. May be different than the make and model of truck body.
2. Must be main supporting member of chassis, OEM truck frame.
3. Tubular steel frame is allowed.
4. Center of wheels cannot exceed plus or minus 6 inches of fender wells for wheelbase being used, which means that a vehicle may run up to a maximum of 133-inch wheelbase.
5. Wheels must be in fender wells as described above. Body may be stretched in middle to accompany this.
6. The outside edge of the tire on the narrow axle must overlap the centerline of the tire on the wide axle by at least one inch.

K. Safety

1. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½-inch larger than control. Only ¼" lexan, .060 steel or 3/16" aluminum are the only materials allowed for firewalls. No plexi-glass.
2. Operator's compartment
 - a. No fuel tanks, fuel pressure gauges, fuel pumps and/or fuel lines are allowed in the operator's compartment. All hydraulic lines must be shielded with .060 aluminum minimum.
 - b. If the fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's seat. (.060-inch aluminum or steel is acceptable fire barrier material.)
3. Vehicles must use wheels no more than 6 inches off the ground, within 6 inches of the forward most part of the vehicle.
 - a. Wheels must be a minimum of 6 inches in diameter by 2 inches wide.
 - b. Wheels must support the weight of the vehicle.
 - c. Wheels must be raised or removed for the purpose of ground clearance when vehicle is not on competition track.

- d. Wheels must be a least 3 feet apart.
- 4. Weights must be safely secured to vehicle, and must not extend forward more than 60 inches from the center line of front wheel.
- 5. See rulebook for shielding and restraint requirements.

L. Tires

Rollout of bar tires to be maximum of 114” when cut.

M. Weight

- 1. SMFWD super charged trucks to weigh 6500 lbs.
- 2. Diesel powered trucks to weigh 7500 lbs.
- 3. SMFWD naturally aspirated drive trucks to weigh 7000 lbs.

XII. TWD TRUCKS PULLING RULES

Note: Vehicles in this division will adhere to all pertinent safety rules contained in the PPL Rulebook.

A. Body/Chassis

- 1. The maximum length of the vehicle is no more than 15 feet from centerline of rear axle to forward most portion of the vehicle including weight racks.
 - 2. The 15-foot from center of rear axle overall rule will apply to all TWD vehicles with the exception of a 10-inch over-length allowance for cosmetic fiberglass only. No steel structure, re-enforcement or steel bumpers allowed past 15 feet.
 - 3. Must run a minimum of 14-inch front rims with an automotive or front tractor tire.
 - 4. Any wheelbase is permitted.
 - 5. Front wheel and axle to remain in the visual center of the front wheel well. Maintain minimum of 2 inches of complete original type wheelhouse forward of front wheel. Must be able to see forward most part and rearward most part of tire from a side view.
 - 6. Maximum width of vehicle is 8 feet.
 - 7. Weights are not to extend forward of maximum length stated in Rule A:1 above, nor rearward more than 12 inches from hitch point and must not interfere with hitching and unhitching of vehicle.
 - 8. Any factory production body truck or van is allowed, including passenger-type bodies.
 - 9. Funny car-type body and/or fiberglass body must have escape hatch or doors in top or back of body.
 - 10. Vehicle must have a presentable van/pickup bed with cover or flatbed in place.
 - 11. Chassis (frame) may be truck frame or fabricated frame like Modified tractors.
 - 12. Vehicle must have hood, grill, and fenders in place as intended by manufacturer.
 - 13. Vehicle body style must be or have been available from a dealer as mass produced.
 - 14. Vehicle must maintain original appearance.
 - 15. Vehicle appearance:
 - a. Fiberglass hood scoops, spoilers, fender flares are allowed.
 - b. Allowed to use stock appearing pickup truck and van fiberglass bodies and body parts.
 - 16. Driver must be in original driver compartment.
 - 17. Side doors must be mounted and closed if vehicle was manufactured with doors.
 - 18. Vehicle doors must have a single latch design, allowing the door to be opened from both inside and outside.
 - 19. Flip-top-body type vehicles and vehicles that do not have two (2) working doors must have an escape hatch through the roof. If body has doors they must be in position and closed.
 - 20. Vehicles with less than stock size window openings must have an escape hatch with a minimum size of 17 inches x 18 inches, or large enough for driver to exit.
- Note: Escape hatch will not be counted as a working door.
- 21. All TWD vehicles must have a presentable front windshield of glass, plexiglass, or lexan. Factory-tinted glass acceptable. Stained or smoke glass not allowed. Tinted windows that impair track official’s view of drivers compartment not allowed.
 - 22. Vehicles in this division must have vertical bumpers at the rearmost point of the vehicle. Bottom of bumper to be a minimum of 24 inches from the ground. Bumper to extend minimum of 8 inches vertically. Must be rigid.
 - 23. TWD vehicles will have a maximum of 4 wheels in contact with the pulling surface.
 - 24. No adjustable suspension on TWD vehicle capable of changing rear drawbar height.

B. Driveline/Clutch

Note: Engine to clutch to transmission to be constructed like Modified tractor:

- 1. Torque converters, automatic shifts, etc. are permitted.
- 2. No electronic, pneumatic or hydraulic device that effects the clutch system allowed. All staged or variable released clutches of any description prohibited. (This does not affect slave cylinder for clutch pedal)

C. Driveline Shielding

1. Non planetary rear ends must run axle covers.
 - a. Shield must be at least 0.060-inch thick.
 - b. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles.
 - c. Mounting shield may not be mounted to axle end or hub bolts.
 - d. A single hole may be installed in center of one front shield so lock can be operated, so long as hub end or axle bolts are covered.
2. No counter balancers permitted in driveline.

See PPL Rulebook for additional shielding requirements.

D. Engine/Engine Limitations

1. Vehicles are limited to a single automotive-type engine.

Note: Automobile engine is any engine or its replica available in a passenger car. Maximum (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted.

- a. Engine displacement limited to 575 cu.in. and two valves per cylinder and one spark plug per cylinder.
2. Engine must be in stock location, which is defined as being within engine compartment as manufactured, behind stock grill, and in front of stock firewall.
3. Vehicle may run without radiator, and engine may be moved forward, but engine must stay behind the grill.

Note: Entire engine to mean anything that is bolted to the engine block.

4. Except for high performance type starters with crank shaft drive, rear of engine block may not be moved forward of center line of front axle.
5. Allow only single staged turbochargers in this division and must therefore follow the safety rules that apply to all turbocharged engines.
6. Only one operating ignition system allowed. For vehicles with multiple ignition systems, competitor must disable one ignition system by means other than a switch: i.e. removal of spark plug wires on either end or by removal of the distributor for that system.

7. Fuel injection (and carburetors) and headers may protrude through the hood.

Note: Bubble or scoop is optional, but if used, the scoop or bubble must cover the carburetor(s) of fuel injection, if induction system protrudes through the hood.

8. Vehicle must have vertical exiting exhaust. Height of pipe must be a minimum of one foot above the bend.

Note: Vertical is defined as "being in plumb," with a 10-degree variance in any direction permitted.

9. No electronic timing delay devices permitted.

E. Frames

1. Tubular steel frame is allowed.

F. Hitch

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

G. Safety

1. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½-inch larger than control. Only ¼" lexan, .060 steel or 3/16" aluminum are the only materials allowed for firewalls. No plexi-glass.
2. Operator's Compartment:
 - a. No radiator, heat exchanger and/or water hoses allowed inside operator compartment.
 - b. If battery is inside operator's compartment, it must be safely enclosed and securely fastened.
 - c. No fuel tanks, fuel pressure gauges, fuel pumps and/or fuel lines inside operator's compartment. All hydraulic lines in cab must be shielded with a minimum of .060 aluminum.
 - d. If the fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's at. (0.060-inch aluminum or steel is acceptable fire barrier material.)

3. or additional shielding and restrain requirements see General Rules.

H. Tires

Maximum tire size is 18.4 x 16.1 with a maximum of 143-inch circumference when mounted on an 18 inch wide rim and inflated to 28 psi. The ground patch is not to exceed 19 inches on original tread.

XIII. PRO STOCK SEMIS PULLING RULES

A. General Rules

1. Vehicle must be stock appearance for that year, model and make of truck. Maximum weight permitted (including driver) will be 20,000 lbs.
2. a. 250 inch maximum wheelbase.
b. 102 inch maximum width
c. Engine must be 12 inches within stock location.
3. Any unsafe-appearing vehicle can be re-inspected by PPL/OSTPA Tech Services and be disqualified from competition until such time as unsafe condition(s) are corrected.
4. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½-inch larger than control.
5. All competition vehicles will have 360 degree metal shield around the universal joints. The shielding must be 5/16-inch steel or 3/8-inch aluminum. Any shaft over 50 inches in length must have safety loops.
6. Fans must be fiberglass bladed. A complete shroud must encircle the fan are (360 degrees) and be securely attached. A heavy fiberglass shroud is recommended.
7. Foot throttles must have a toe strap and must have positive two-way mechanical linkage.
8. All batteries must be mounted outside the cab and be securely fastened in place.
9. All vehicles must have workable brakes on all rear wheels.
10. All exhaust systems must discharge vertically, with cross bolts in horizontal portion of the exhaust like all other turbocharged OSTPA classes.
11. Fire extinguishers (minimum 2.5 pound dry-powder type) are required and must be in working order with gauge fully charged. Fire extinguishers must be within easy reach of the driver.
12. Competing vehicles are required to have a securely-installed lap belt with a quick-opening clasp. It is recommended that it be used at all times.

B. Axles

1. Only tandem drive axle semi-trucks will be permitted to compete. No front wheel drive allowed. No single axle trucks. No dump trucks. No specialty trucks (well-drilling, wreckers, boom trucks, etc.) will be permitted to compete.
2. Air bags or air springs and/or all mechanical lift mechanisms on front steering axles are not permitted.

C. Chaining of Axles

1. The rear drive axle must be secured tightly by chain or other device to the frame to maintain legal hitch height while hooked to the sled. Chain binders are not permitted.
2. If tires on rear drive axle lose contact with the ground while hooked to the sled, this is grounds for disqualification.

D. Engine and Transmission

1. One production-available commercial truck engine only will be permitted. Engine must have been available in road use trucks. Replacement block refer to Super Stock tractor rules pertaining to OEM block. A minimum of 500 units must have been produced and available to the public to be considered a production engine. No multi-engine vehicles may enter competition. No non-commercial truck engines (car, pick-up truck, military, aircraft, etc.) are permitted. No specialty engines such as Arias, Keith Black, Rodeck, etc. permitted.
2. Engine block may be replaced with OEM replacement as long as it will swing a stock OEM crankshaft for the original model and series engine.
3. OSTPA Pro Stock Semi class to allow Detroit Diesel 71 Series 2 cycle engines to compete with 2 turbos in any configuration.
4. PS Semis to allow no billet heads, original equipment manufacture heads only.
5. PS Semis are limited to one fuel plunger per cylinder.
6. Engine must have cable that surrounds engine. (Refer to Super Stock section).
7. PS Semis with a legal engine under 750 c.i. can use aftermarket heads.
8. A three-way dump valve is required like all other diesel classes.
9. Pro Stock Semi to be one turbo only.
10. OSTPA Pro Stock Semi class to allow multiple turbo semis to run at OSTPA events at 16 inch drawbar height. This will be a handicap of 2 inches of drawbar height.
11. Turbochargers must be shielded by a minimum of 5/16th-inch fiberglass, or 1/8-inch aluminum hood. If turbocharger is located outside normal engine compartment, shielding must follow Super Stock tractor rules.

12. Ether bottles (or starting aids) must be placed outside of engine and/or driver's compartment.
13. Transmission and rearends must be commercial semi-truck factory components.
14. All automatic transmissions must be covered by a SFI 4.2 blanket.
15. All competition vehicles are required to have steel clutch assemblies. No cast assemblies. All bellhousings must be covered with a SFI 4.2 approved blanket.
16. Vehicles are required to have steel flywheel and clutch components. No cast clutch components permitted. All bell housings must be covered by approved scatter blanket.
17. Only mechanically activated clutches are permitted.
18. Pulling vehicles must be equipped with an operating starter interrupter switch that will allow starter engagement only in a neutral position. Neutral start switch must be mounted on gearshift linkage.
19. OEM highway semi truck electronically controlled engines allowed in the PS Semi class. Must use system that came on semi truck. Electronic engine must use factory ECM with factory connections. All electronic engine control must come from OE ECM. ECM must have a connection for tech department to connect scanner to verify factory ECM is controlling engine before and during pull. No crossing of parts. A Cummins engine must have a Cummins ECM and fuel system, a Cat must use a Cat system, etc. OE fuel system parts only. NO traction control allowed. No driveline speed sensors connected to ECM. If data logger has a driveline sensor it cannot be connected to ECM. Single turbo only.

E. Fuel

1. All forms of nitromethane (including nitrous oxide and propylene) are illegal as a fuel or fuel additive for pulling competition. Only legal fuel is diesel fuel, soluble oil and water injection.

F. Hitch

1. Trucks are required to have a frame mounted hitch assembly. Hitch can have no connection to rear axle or bumper bar assembly.
2. Hitch may be no shorter than 34 inches, measured from the center of the rear axle to the point of hook, and no longer than 30 percent of the wheelbase.
3. A minimum of 3 ¾ inch hole required.
4. Hitch must be a minimum of three square inches of total material (steel) at any point. This includes the area of the pin with the pin removed.
5. Hook point can be no more than two inches from the back edge of hitching device.
6. Maximum hitch height 18 inches and be adjustable from 16-20 inches. Area 5 inches wide and 12 inches high directly above the drawbar must be free of all obstructions. (including weights).
7. No chains or cables permitted.
8. Trucks with a legal engine under 750 c.i. can run up to 20" hitch height.

G. Kill Switch

1. All vehicles must have operable kill switch located in the rear center of the vehicle (Maximum of 6 inches off center in any direction), 36 inches above point of hook. A minimum of 2-inch solid ring is required for connection with a minimum of 1/8-inch cross-sectional thickness. The cable from the sled will be attached to this ring.
2. The kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulling either independently or collectively.
3. On all diesels, the kill switch must activate the air shutoff. Shutoff must be placed ahead of any turbos. A cable may be used for this purpose, but must have positive-type enclosed cable for the shutoff. This cable must be 100 percent free of obstructions. The cap must have a spring-loaded closing mechanism. System to be deemed acceptable must at least prevent the building of boost. It is recommended that a gasket/seal arrangement be used to more effectively shut off air flow. Door or rain cap-type air shutoffs (no butterfly type) will be required on all self-ignition engines with a separate control for the driver. Control for the driver will not be the same as for the sled
 - a. Diesel engines with an electric fuel pump must have a break-away plug that will attach to the kill cable. This break-away plug must break all contact to the fuel pump and cause the fuel pump to immediately stop.
4. Diesel engines are required to install a minimum of a manual ball shut-off ahead of the fuel supply that can be operated within easy reach of the driver.
5. Vehicles equipped with electric fuel pump(s) must also break current to the fuel pump(s).
 - a. All semi trucks must be equipped with a well marked master electrical disconnect.

H. Tires

1. All tires must be road-use approved tires and available to the public. Dual wheels and dual tires must be used on the rear axles. No chains or cables permitted. No cutting of tires permitted.
2. Maximum tire size limited to: 11r24.5. Maximum overall tread width 10". Maximum wheel width to be 8.25".
3. No split rim or wedge lug-type wheel allowed.

I. Weights or Added Ballast

1. Weights cannot extend rearward more than 51 inches from the center to the rear axle (weights included).
2. Weights cannot extend more than 24 inches from the stock manufactured farthest point forward of the vehicle.
3. Weights must be securely mounted. If weight hits the track during competition under the green flag, vehicle will be disqualified. Pull will be measured from where the weights fell.
4. Weights must not interfere with the hooking of the sled to the hitch.
5. No moveable weights permitted during competition (such as hydraulic-controlled weight racks or boxes).
6. No tarp straps will be allowed to secure weights or be used for any other purpose.

XIV. LIMITED PRO DIESEL TRUCKS PULLING RULES

- A. OSTPA Limited Pro Diesel Trucks will follow current PPL rules for the class.

XV. EVENT PROCEDURES AND REQUIREMENTS

A. Entry Trailer

1. Entry will close for the first class one-half hour prior to start of pull.
2. Entry for all subsequent classes will close with the start of the preceding class.

B. Entry Procedures

1. Upon arrival at the event, go to the OSTPA entry site designated to enter competitors.
2. Any competitor coming to pull with OSTPA and has to pay at the gate will get their money back when entering at the trailer. Maximum of four people per entry.
3. Present PPL Competition License Card to entry official. The driver must hold a current card. Enter all classes in which the vehicle will participate at this event.
4. The entry officials and/or presiding official have the authority to refuse return of entry fees and to revoke pit passes for any competitor who they believe has fraudulently violated the entry procedure.
5. Vehicle must be present on the ground in running order and ready to compete before being allowed to enter.
6. A competitor may enter late with the permission of the competition director/executive board member. However, an event official must be notified prior to close of entry that the competitor wishes to enter late in order for competitor to be eligible for late entry.
7. A vehicle must compete in a class at the event before the vehicle may receive hook points, place points, or purse money. Exception: rainouts.
8. All entry and purse money to be based on American currency.
9. A vehicle may be entered in more than one class, but only once in each class.
10. No mixing of classes.
11. All Pro Stock and Super Farm tractors must declare which class they are pulling in when they enter for that event. No changing once entered.
12. Vehicles that pull in more than one class may do so but will only receive money in one class.
13. A competitor's pulling position will be determined by draw at time of entry.
14. Classes in a given session will be run in that session, but not necessarily in the posted scheduled order.
15. If a competitor breaks on a previous class and cannot make pull order in the next class or session, the competitor may ask the track official or competition director whether or not to allow the competitor to drop positions.
16. An approved late entry may drop positions. If the drawn position has been pulled or is being pulled at the time of entry, the vehicle may drop six (6) positions or to last position, if six (6) positions do not remain to be pulled. This is determined by the senior official.

C. Tech Area and Procedures

1. OSTPA Tech Officials will either tech vehicles in the pit area or set up a designated area if space is available. It is the responsibility of the competitor to have his/her vehicle inspected before hooking to the sled.
2. The Tech person could walk around and tech until 1 hour before the pull. At that time the tech person should go to the scales and tech the rest as they come across scales.
3. At the beginning of each pulling season there will be a complete inspection of all pulling vehicles like was done at the 1991 Ohio State Fair pull.

D. Withdrawal (scratch)

1. To scratch a vehicle and receive refund of entry fee, the competitor is required to notify the entry official of their withdrawal prior to the start of the class.
2. If a competitor scratches from a class prior to the start of the class, that competitor will receive his/her entry fee back. However, if the competitor does not officially scratch prior to the start of the class, that competitor will forfeit his/her entry fee.
3. Once a competitor has scratched from a class, that competitor may not re-enter that class for that session.

E. Vehicle Operations

1. Drivers must be seated and in control of the pulling vehicle any time motor is started or running.
2. Only driver will be allowed on vehicle when it is being towed or driven. No riders on tow tractors or track equipment will be permitted.

F. Clothing/Apparel

Each member of the competitor's crew must be properly attired when present in the staging or in the competition area. Shoes are mandatory. Tank tops or bare tops are not acceptable in the staging or competition area.

G. Track

Track area is defined as the area within 35 feet in any direction of the contest course boundaries, including staging area at start end and run-off area at the finish line end of the track.

1. Officially sanctioned contests held outdoors shall be conducted on a 310-foot dirt track, with a safety run-off area that is beyond the finish end of the track and equal to one-third (1/3) the length of the track. The track must also be not less than 30 feet in width.
2. A chalk line will be used to mark boundaries from 0 to 310 feet with a cone or a marker at 310.
3. Tracks must be maintained and packed.
4. No ropes, lines, or stakes allowed within two (2) feet of the edge or at the end of the track pulling area during competition. This includes measuring ropes and sled marker ropes.
5. Remove all unnecessary obstacles within 10 feet of chalk lines.
6. Improve replacement of sled at starting line.
7. Establish a safe maximum track length for each event and inform pullers of full pull distance before event begins. This would replace current 310 OSTPA rule.
8. Color code the bottom hook and the bottom pulling hitch on the pulling vehicles, OSHA orange.

H. Weighing Procedures

1. Official weight of competing vehicle shall be defined as being: the weight of the vehicle, which must include driver on vehicle, vehicle with oil, water and fuel, and be "ready to compete."
2. All competing vehicles entered in a class must be officially weighed prior to the start of that class.
3. When Semi class is scheduled for an event there should be scales at the event that are able to weigh them.
4. No vehicle will be allowed past scales that exceed class weight.
5. No adding fuel or weights unless reweighed.

Note: No fuel added after vehicle is weighed even if vehicle is started and warmed up, with the exception of a pull-off (all divisions).

6. Weighing out to be at discretion of track judge or competition director.
7. Have scales calibrated by a test vehicle at every pull.
8. All vehicles need to be scaled ready to pull, all fuel, water, and ice need to be loaded when you scale.

I. Drawbar Measurement

1. No air pressure to be altered in tires after drawbar is measured.
2. If a competitor moves more than 200 lbs. forward from rear of competing vehicle, that vehicle's drawbar, at the discretion of the track official, may be remeasured.
3. Drawbars are subject to remeasurement after the pull at the discretion of the track official.
4. Two Wheel Drive trucks should not be required to be draw barred on scales.

J. Breakage

Any competitor whose vehicle does not move the sled under its own power will not receive points.

XVI. CONTEST OPERATIONS

A. General Rules

1. The sled will be pulled or propelled down the track with the weight box moving up at least three times at the beginning of each event to condition the track.
2. Any competitor or crew member attempting to sway the decision of any official, by talking to the official, sled operator, or the promoter, is subject to disqualification from that class.
3. Competitors are not allowed to walk out on the track for any reason while track equipment is preparing track surface.

Note: If a competitor wishes to check track conditions, he/she may only do so at track official's discretion.

4. Any pulling vehicle displaying a defined dominant edge in competition will be factored by the OSTPA Executive Board.
5. When a vehicle is under the green flag, no one is allowed on the track except for track officials.

Note: During the competition (from the time the session starts until it is over), access to the track area (35 feet either side from 0 to 310 feet), which includes the area where the electronic measuring device is situated, is limited and will be given only at the discretion of the OSTPA event officials.

6. When unscheduled or unsanctioned classes or events are added to those already scheduled, the scheduled classes will start on time.

7. Flagmen

a. Pulls shall be operated with two (2) flagmen per track.

b. Starting flagman shall be responsible for readiness of track, pulling vehicle and competitor.

c. Second flagman shall be responsible for balance of course.

d. The same flagmen shall work for an entire class to assure consistent and equal treatment for all competitors in that class.

B. Contest—Procedures

1. All pulls must start with tight chain.

2. Each competitor will be allowed two attempts to make a measurable pull.

a. An attempt is defined as moving the sled a measurable distance (one inch or farther).

b. On his/her first attempt, if the competitor lets off on the throttle before going 100 feet, said competitor will get a second attempt, even if he/she went beyond the 100-foot mark.

c. If no attempt is made to back off the throttle, no second attempt will be granted.

Note: Intent is for driver not to slam on brakes to stop before 100-foot mark (or any time), but to come to a smooth, safe stop.

3. Jerking of the sled to cause slack in the chain will be grounds for disqualification.

4. Each competitor has the privilege of, and the responsibility for, spotting the sled for both of his/her attempts.

a. Pull back tractor operator/sled operator must be notified of where competitor wishes sled placed.

b. Use of crew member is recommended to expedite the show.

5. No official pull may be started beyond the starting line, nor in back of the starting line. All sleds must be started in gear and with front of sled pan even with starting line.

6. All pulls made during the contest will be measured to the nearest inch in front of the buckboard center where the sled stops.

Note: If a laser measuring device is used, the laser target must be mounted on the front of the sled, not placed on the ground.

7. Pulling vehicle must remain within boundaries of contest course during a pull.

8. Sled pan must be within boundary lines at start of pull, with chalk line to constitute track boundary.

9. If a vehicle is legal when hooked to the sled and breakage occurs while under the green flag, the pull will be measured.

10. When disqualified in a class less than full, a competitor will receive hook points and place points and purse for last place.

11. If more than one competitor is disqualified in a class less than full, all those disqualified will split the last places, points and purse evenly.

12. Any vehicle that hooks to the sled and makes a measurable pull shall be considered to have made an official hook even if the sled is reset and the vehicle cannot hook.

13. Only when the original mechanical method of starting fails to work, will tow starting be authorized.

14. Pulling vehicle must be able to drive onto the track and back up to the sled at the starting line, unhook and drive off the track on their own power, unless breakage occurs while under the green flag.

Class Restart

15. If the class is restarted, all competitors having pulled previously have the following options:

a. May hook immediately.

b. May drop six (6) positions.

c. May drop to last.

Note: It is the competitor's responsibility to alert the track official of his/her decision.

16. If the first five (5) vehicles in a class make a full pull, the class will automatically be started over except that a class cannot be restarted due to sled setting, if one-half (1/2) of the class has already hooked.

17. On any re-pull caused by contest malfunction, the competitor may either re-hook immediately or may drop six (6) positions.

18. All decisions on re-pulls must be made before the vehicle leaves the track. If the track official is not notified of the competitor's intent to re-pull in competitor's original pull position, then the competitor will automatically be dropped six (6) positions.

19. Competitors will be offered a rehook if second hook comes out and goes under sled or dirt.

20. Any disqualification on the first attempt bars a second attempt unless the class is restarted.

21. Competitor must pull at position drawn. After starting flagman signals competitor to track they will have 4 minutes to make a measurable pull. If competitor does not go 100 feet and elects to take their second hook immediately, they will

have 3 minutes from the time sled is ready at start line to make a measurable pull. Delay will mean disqualification from class. If track official is notified prior to competitor's time slot he/she will drop a competitor six positions. This will constitute one of his/her attempts.

22. Competitor will be able to drop six (6) positions if breakage occurs on his/her first attempt and he/she is not past 100 feet. He/she will have one attempt remaining.

23. If the last vehicle in a class has mechanical problems, it will be allowed six (6) minutes to hook and make an attempt.

24. At an OSTPA event, it is mandatory that all drivers or a driver's representative attend any driver meetings that may be held by the promoter and/or OSTPA officials.

C. Test Puller and Options

1. The competitor pulling in first position as determined by draw at time of entry is considered the test puller.
 - a. He/she may take his/her first pull, provided the weight transfer is deemed right, OR
 - b. He/she may immediately take his/her second pull, OR
 - c. He/she may drop and pull in the sixth position.
 - d. He/she may drop and pull in last position.

Note: The sixth position is defined as the position immediately following the next five (5) scheduled competitors and their attempts.

2. Only the test puller and only on his/her first attempt will he/she not be disqualified or measured for running out of bounds. All other reasons for disqualification apply. On all subsequent attempts, the "running out of bounds" disqualification rule will apply.

3. If the weight transfer needs further adjustment, the competitor immediately following each adjustment will be considered "the test puller."

4. The sled must be re-adjusted if the competitor who hooks first, fails to reach 75 feet on an indoor track, or 125 feet on an outdoor track.

D. Pull-Offs

1. If the first competitor makes a full pull, all succeeding competitors must pull at that setting, unless in the track official's opinion the sled operator has made a mistake.

2. Order of the pull will be in the order in which the vehicles in the pull-off made full pulls, unless there has been a sled setting change by the track official.

3. In the pull-off, competitor has two attempts at 100 feet, but does not have the option of dropping six. (See rule 6 below for exception to this rule.)

4. Each competitor in his/her turn will be allowed two attempts to make a measurable pull.

5. In a pull-off situation, each competitor will be allowed the same amount of time to get to the sled and make an attempt. This amount of time is three (3) minutes from time track is ready. (Last-vehicle, 6-minute rule does not apply to pull-off situation.)

6. If a pull-off is not run on the same track, or with the same sled, or on the same day, the first puller will have the option of either taking his/her first distance or dropping six (6) positions.

7. In a pull-off, all competitors shall be required to make an honest attempt to pull, or he/she will receive the same money and points as the top vehicle that did not qualify for the pull-off unless he/she cannot come back due to breakage, which must be confirmed by an event official. At that point, competitor would receive last place points according to those entered in the pull-off.

8. On a second pull-off, if all competitors qualified for the second pull-off wish not to hook, then points and purse will be split between the competitors who are qualified for the second pull-off.

9. When a pull-off is not completed for any reason...rain, sled breakage, etc., all competitors eligible for the pull-off will receive equal money and equal points. If the pull-off is restarted after rain or a sled change, etc., all competitors eligible for the pull-off must rehook in order.

10. A floating finish line may be used at the discretion of the competition director and the sled operator. Extended boundaries must be clearly chalked. Competitors must be informed in advance at the driver's meeting. (This is an option and is not required at any event.)

E. Inclement Weather

1. In the event of inclement weather, purse shall be paid in all completed classes. In classes started, but not completed, the purse for that class shall be paid to those that hooked according to the results. Those that did not hook will receive a refund of entry fees. For classes not started, the promoter shall return entry fees. Regular points for completed classes.

2. No points awarded if event rains out.

3. The officials at the event (promoter, event director and head track official) shall determine if and when an event shall be stopped because of inclement weather or track conditions.

4. If a promoter adds unscheduled classes, including inclement weather classes, to those already scheduled, the unscheduled classes or rained-out classes will be held following the scheduled classes.

5. If a session is cancelled prior to start time, competitors will receive refund of paid entry fees, but no other compensation.

6. Any class not completed for any reason will be treated as a rained-out class.

XVII. CAUSES FOR DISQUALIFICATION

A. Vehicle will receive only hook points when:

1. While under the green flag:
 - a. Loses ballast weight.
 - b. Loses safety equipment and failure of safety equipment to function.
 - c. Excessive loss of liquid onto the track by a pulling vehicle while hooked to the sled.

Note: Excessive is defined as any steady or intermittent stream discharged onto the track, or a spot equivalent to more than eight (8) inches in diameter.

2. Additional grounds for disqualification, fines, suspensions and/or expulsions are:
 - a. Unsportsmanlike conduct, improper language or conduct detrimental to pulling.
 - b. Any conduct considered unsafe, unfair or out of order.

Note: If a member is disqualified during competition for any reason prior to the start of a pull, he/she cannot be reinstated.

B. Vehicle will receive no points when:

1. Intoxication—Any competitor or any member of his/her crew under the influence of an intoxicating agent, drug, or having a measurable blood alcohol content during contest activities shall be considered under the influence and will be barred from any further involvement or participation in the event and may face suspension, fines or termination of license.
2. Any competitor or crew member found in the staging area, competition area or the run-off area who is in possession of any intoxicating agent will be barred from any further involvement or participation in the event and may face suspension, fines or termination of license.
3. Any competitor or member of his/her crew who exhibits unprofessional and/or unsportsmanlike conduct including abusive language and/or physical action toward event officials, fellow competitors or spectators and/or deliberate delay of event will be just cause for a minimum penalty of total disqualification from that event.
4. Illegal equipment, illegal fuel and competing without proper personal fire protection.
5. Unsafe operation of competition vehicle.
6. Leaving the starting line while under the red flag.
7. Anyone who knowingly tampers with a vehicle could be permanently suspended.
8. Head sock/neck skirt must be tucked inside driving suit. Nothing exposed while competing under the green flag.
9. Transporting competition vehicle with drawbar used to tie/secure vehicle to trailer.
10. Not have 5-point harness fastened during competition.

Note: Total disqualification—Competitor will lose any prior placings, prize monies, contingency monies, points and/or event award at that event.

C. Fines

1. Any competitor or member of his/her crew who changes, tampers with or otherwise tried to gain an advantage with an OSTPA vehicle number registration, license or session number may be fined \$500.
2. If a competitor doesn't complete the OSTPA tech procedure and tries to compete, said competitor can be fined \$500.

D. Ejection and Disqualification

Presiding official shall have the right to eject from event site or disqualify from competition at that event any individual(s) in violation of any or all of Rules B, 1-10 above. Such action is final, non-appealable and non-reviewable, except as provided in the Interpretation and Application section of the 2009 Pulling Rules.

Note: Disqualification and/or ejection may result in any or all of the following penalties being assessed:

1. Competitor will forfeit any prior placings, prize monies, contingency monies, points and/or event award at that event.
2. Competitor may be fined, if further punitive action is warranted. (Fine shall be determined by Appeals Board.)
3. Competitor may have license suspended for a definite or indefinite period of time in the interest of the sport or OSTPA.
4. Competitor and any crew person assisting the competitor may have license terminated by the OSTPA in the interest of the sport or OSTPA. Licensee may appeal such suspension or termination to an Appeals Board. (See "Appeals" under "Protest" section)
5. PPL/OSTPA reserves the right to refuse a license to anyone with or without cause.

E. Interpretation and Application

1. If there is a disagreement or dispute regarding the meaning or application of the OSTPA rules, the interpretation and application by the OSTPA officials at the track will prevail. Notwithstanding the foregoing or any other provisions in the Rulebook, the OSTPA Executive Board and/or the OSTPA Tech and Safety Department may review an interpretation or application of the rules where they deem such a review to be appropriate.

2. The decision of the track official shall be final and not be appealable; provided, however, that with a showing of reasonable and good cause, the track official may, without liability, reverse or revise his/her decision. Calls of judgment are not subject to appeal and shall be final.

XVIII. VIOLATIONS

Violations of the rules contained in the 2013 Pulling Rules, whether determined by the track official or resulting from a protest, will subject the member violator to the scheduled penalties.

The senior track official will make a determination of violation of a rule and impose the prescribed penalty.

The member may protest the senior track official's decision if it relates to the legality of the member's vehicle. The protest will be in accordance with the "Protest" rules in Section XIX.

XIX. PENALTIES

A. Illegal engines, illegal drawbars, cubic inch violations—loss of all accumulated points for the year by that OSTPA licensed numbered vehicle and suspension of membership for one (1) year and ten (10) days of the driver and the owner of that vehicle. This applies whether or not the owner is the driver of the vehicle.

Illegal fuel or water violations to be as follows: 1st offense – no money or points at that event, 2nd offense – suspension of driver and vehicle for 1 year and ten days.

B. Other violations—as determined appropriate by the determining official or board.

C. Suspension—OSTPA may suspend a membership for a definite or indefinite period of time in the interest of the sport or OSTPA. The affected member may appeal such a suspension to the OSTPA Tech and Safety Committee.

D. Voluntary termination—a licensee may discontinue his/her license at any time by surrendering his/her license, accompanied by a letter of resignation to OSTPA office.

E. Involuntary termination—OSTPA may terminate a license at any time in the interest of the sport or OSTPA. The licensee may appeal such a termination to the OSTPA Tech and Safety Committee.

F. Ejection—an OSTPA official may eject a competitor from an event or from the event venue in an emergency situation, in the interest of safety or to promote the orderly conduct of the event. An ejection is final, non-appealable and non-reviewable, except as provided in the Interpretation and Application section of the 2009 Pulling Rules.

G. An OSTPA official or OSTPA state affiliate who knowingly allows a vehicle to pass tech/safety and then go on to compete without having met all OSTPA tech/safety requirements will be subject to a \$500 fine per occurrence.

XX. PROTESTS

A. Protest Procedures

1. Any OSTPA member competing in a pulling event may protest the legality of another competitor's vehicle.

2. Protest must be in writing, on forms provided by OSTPA, if available, and delivered to the entry official within the following prescribed time limits:

a. Fuel violations: before the vehicle leaves the pulling track (may be oral if followed by written protest within 30 minutes).

b. All other violations: prior to the pulling session or within 30 minutes after the vehicle leaves the pulling track.

3. The protest must specifically identify in detail the nature of the violation and be accompanied with the protest fee in accordance with the schedule in paragraph C below.

4. The senior track official shall investigate and decide the protest as promptly as possible and shall inform the parties to the protest of his/her decision.

5. The senior track official shall make whatever inquiry he/she determines appropriate and perform or schedule any appropriate inspections to determine the legality of the vehicle.

B. Protest Review

1. If either of the parties do not accept the decision of the senior track official, the written protest shall be forwarded by the official to the OSTPA Executive Board for a determination.

2. The purse of the involved event will be escrowed as to any competitor who could be affected by the protest until a final determination has been made by the Appeal Board or alternatively by the OSTPA Executive Board and the time period for filing an appeal has expired.

3. The OSTPA Executive Board shall conduct whatever enquiry he/she deems appropriate under the circumstances.

4. The OSTPA Executive Board shall determine the merits of the protest and if the protest is sustained, impose the prescribed penalty or such lesser penalty as he/she determines appropriate.

5. The protested competitor and protester shall be notified in writing of the determination. The notice shall include the violation and the penalty imposed.

C. Protest Fee

1. All items of protest shall be \$500.
2. If the protest is sustained, the protest fee, less the cost of any required inspection, will be returned to the protesting member.
3. If the protest is not sustained, the protest fee, less the cost of any required inspection, will be forfeited to the protested member.

D. Appeals

All protest decisions or suspensions are appealable to an Appeal Board consisting of the members of the OSTPA Technical and Safety Committee, the chairperson of the division involved and the executive board of OSTPA.

1. In order to appeal the decision of the competition director, the appealing member shall make a written request for an appeal delivered to the OSTPA office within ten (10) days of the issuance of the written notice of the imposition of the penalty.
 - a. The Appeal Board shall meet as necessary to promptly consider all appealed protests. Hearings will be held as soon as possible after adequate notice of the hearing date and place has been given to the involved parties.
 - b. The Appeal Board shall establish the procedures for the conduct of the appeal that will be appropriate for the matter protested. Such procedure must allow the parties involved the opportunity to personally present their position or facts at the hearing.
2. A majority of the Appeal Board shall constitute a quorum for determination of any appeal and a majority of those present shall effect the decision.
3. In addition to a determination of the violation of a protest, the Appeal Board shall have the authority to modify the penalty imposed in order to achieve an appropriate penalty.
4. Any violation pertaining to safety equipment may not be appealed.
5. Only a current annual licensed member has the right to appeal.

E. Inspection

Inspection will be performed as determined appropriate by the competition director, Appeal Board, or OSTPA Executive Board member.

1. For any cubic inch check, the head will be removed and the bore and stroke measured. If inspection cannot be completed immediately, engine may be sealed or impounded until inspection can be made.
2. For any fuel check, the senior track official will take samples as appropriate and test the sample on site when possible.

F. Voluntary Compliance

Each competitor expressly agrees that by entering an OSTPA sanctioned event:

1. The competitor agrees that any disputes concerning any event, the rules of OSTPA or any decisions of OSTPA officials whether or not incident to an event, shall be resolved pursuant to the procedure provided for in the 2009 Pulling Rules.
2. The competitor agrees to be bound by the rules of OSTPA and any decision of the competition director or Appeal Board and agrees to voluntarily submit his/her vehicle for impoundment by OSTPA if the competition director so directs.
3. The competitor agrees to subject his/her vehicle to any inspection determined necessary to ascertain the legality of the competitor's vehicle.
4. The competitor agrees to release and waive PPL/OSTPA from any liability relating to the rules contained in the 2009 Pulling Rules of the conduct of the pulling event.

G. Administrative Procedures

1. Effective Date—OSTPA rules are effective upon the date of publication by OSTPA, regardless of when a competitor receives actual notice.
2. Date of Publication—Is the earliest of mailing from the OSTPA office or release to daily or trade press.
3. Amendment—An amendment is effective upon date of publication by OSTPA, regardless of when a competitor receives actual notice.
4. Applicability—OSTPA rules are applicable to all OSTPA sanctioned events.
5. Special Rules—Special rules may be made by the OSTPA Executive Board or OSTPA Tech and Safety Department for an event due to extraordinary conditions. Such special rules shall apply to the conduct of that event, if they are published or announced prior to the commencement of the event by means of a bulletin newsletter or pre-event meeting. Special vehicles not falling specifically within the standard OSTPA definitions or rule specifications as outlined in the 2009 Pulling Rules may be eligible for OSTPA exhibition status.

XXI. EXHIBITION VEHICLES

Anyone considering construction of a vehicle not conforming to the OSTPA Rules and Regulations, as outlined in the 2009 Pulling Rules, must submit renderings and designs to the OSTPA Executive Board.

As not all concepts are accepted, proposals and inquiries should be forwarded to the OSTPA Executive Board prior to beginning construction.

XXII. PURSE PAYOUT

A. Entry fee and hook fee will be paid at each event. Hook fee goes to the points fund.

B. There are three (3) levels of purse, A, B, C.

C. OSTPA to offer Grand Ohio at \$500 per class more than “A” purse.

D. Any promoter offering two hooks to any class in the same session must pay the purse for the class of pull he is having. No paying “B” money at an “A” pull because they gave a class two hooks.

| All OSTPA classes to use this purse payout. | | | | | | | | |
|---|--------|------------|--------|---------|--------|---------|--------|---------|
| | | \$4,673 | | \$4,178 | | \$3,581 | | \$3,000 |
| Place | Points | Grand Ohio | Points | A | Points | B | Points | C |
| 1 | 40 | \$850 | 40 | \$750 | 35 | \$650 | 30 | \$540 |
| 2 | 39 | \$655 | 39 | \$585 | 34 | \$500 | 29 | \$420 |
| 3 | 38 | \$560 | 38 | \$505 | 33 | \$430 | 28 | \$360 |
| 4 | 37 | \$475 | 37 | \$425 | 32 | \$360 | 27 | \$300 |
| 5 | 36 | \$375 | 36 | \$340 | 31 | \$290 | 26 | \$240 |
| 6 | 35 | \$330 | 35 | \$298 | 30 | \$250 | 25 | \$210 |
| 7 | 34 | \$288 | 34 | \$255 | 29 | \$221 | 24 | \$180 |
| 8 | 33 | \$240 | 33 | \$210 | 28 | \$185 | 23 | \$150 |
| 9 | 32 | \$210 | 32 | \$190 | 27 | \$170 | 22 | \$130 |
| 10 | 31 | \$190 | 31 | \$170 | 26 | \$150 | 21 | \$120 |
| 11 | 30 | \$100 | 30 | \$90 | 25 | \$75 | 20 | \$70 |
| 12 | 29 | \$100 | 29 | \$90 | 24 | \$75 | 19 | \$70 |
| 13 | 28 | \$100 | 28 | \$90 | 23 | \$75 | 18 | \$70 |
| 14 | 27 | \$100 | 27 | \$90 | 22 | \$75 | 17 | \$70 |
| 15 | 26 | \$100 | 26 | \$90 | 21 | \$75 | 16 | \$70 |

XXIII. POINTS

A. To collect points, the vehicle has to be registered with PPL and the primary driver has to be a current OSTPA member.

B. In the event of inclement weather, purse shall be paid in all completed classes. In classes started, but not completed, the purse for that class shall be paid to those that hooked according to the results. Those that did not hook will receive a refund of entry fees. For classes not started, the promoter shall return entry fees. Regular points for completed classes.

C. No rain points awarded.

D. No points will be given if event is totally canceled.

E. Points given only to State Members. Per hook money not to accumulate towards State Membership.

F. Use PPL Super Modified tractor competition rules at OSTPA Class “A” and Grand Ohio events. All Modified tractors that pull at that event and are OSTPA members would receive 40 points each.

G. At a Grand Ohio level event, Super Stock class will allow PPL Unlimited Super Stock rules to compete in our Super Stock class. All Super Stock tractors that pull at that event and are competing members of OSTPA and PPL will receive 40 points each.

H. Ohio co-sanction requirements be: minimum purse of class “B” money pay down for that purse.

I. OSTPA End of Year money, Points System, OSTPA Support Program (October '05)

1. Allow pullers to not use 10 percent of their available hooks to determine final points. (Examples, if the class had 24 hooks they will not use 2 hooks to determine final points. If the class had 25 hooks they will not use 3 hooks to determine final points.) (Available hooks = completed classes at the end of the season)
2. Create an OSTPA Support rewards program that at the end pays any OSTPA puller \$20 for each event if they pull a measurable distance at ALL of their OSTPA available hooks.
3. End of year points money. Pay out end of year money program as follows 1st \$100 per event, 2nd \$70, 3rd \$50, 4th \$30, 5th \$20. (Example if SS class had 35 hooks \$3500 to win points \$700 for 5th. If SF had 13 hooks, \$1300 to win \$260 for 5th.)
 - a. You must attend 50% of pulls pulled in your class to collect OSTPA year-end points money.
4. Restructure points system. C pulls same as in past, 15 hook points one point per place total of 30 to win, B 35 to win 20 for 16th, A 40 to win 25 for 16th.

J. To have a tiebreaker for end of the season points. Go to most wins, all events, then most second places, and so on.

K. Competitors are only allowed to collect points in the class that their vehicle is registered in. (Example Super Farm registered tractors could not collect points in Pro or Super Stock classes.)

L. PPL Points Fund Payout Proposal. Restructure to pay out to the final Top 10 competitors in each class in Regular Season points. Competitors must collect points at 50% of the completed hooks for their class to receive end of the year points money. Disbursement based on number of hooks scheduled for each class. Executive Board to make annual changes based on total point fund money available.

XXIV. AWARDS

A. You need not be present at the banquet to win "Puller of the Year" and "Rookie of the Year" as long as someone is there to represent you.

B. Points Champion in each division will be given two tickets to the awards banquet in which they won.

C. For OSTPA "Puller of the Year," present 8 separate awards, going to Modified, Super Stock, Pro Stock, Light-Limited Pro Stock, FWD, TWD, Super Farm, and Pro Stock Semi.

D. Have "Puller of the Year" and "Rookie of the Year" for each division.

E. OSTPA "Hall of Fame"- Each club will submit one candidate. This could be a puller, promoter, engine builder, etc, anyone associated with OSTPA, past or present. Must have a brief biography with nomination. The Executive Board will then choose one recipient each year.

F. Set criteria for "Family of the Year." A family that represents the association well. Has always been a family sport to them. Each club can nominate a maximum of 2 families per year. To be voted on by Club Presidents. Nominations to be turned in at November State Meeting.

G. A competitor is only eligible once in his pulling career for the "Rookie of the Year" award. To qualify you cannot have hooked more than twice on previous years.

H. "Puller of the Year" award can be awarded to same puller more than once.

XXV. GENERAL OSTPA INFORMATION

A. You must be 18 years of age to work for OSTPA.

B. OSTPA to allow workers at 16 years of age with parental consent for the positions of announcers helper and assistant clerk.

C. Anyone whose name is on the OSTPA bank accounts should be bonded.

D. An audit committee comprised of a representative from each local club conduct annual audits when a professional audit is not required.

E. OSTPA would only have a professional audit if OSTPA auditing committee has concerns and deems necessary. Delete item enacted in 1986 for a mandatory audit conducted by a CPA every two years in conjunction with president change.

- F. All agenda items to be followed by an intent clause. Intent clause will not be included in rule book.
- G. Starting 1996 season pay president of OSTPA \$250 per month as long as money is available. Money to come from general fund.
- H. The OSTPA Secretary/Treasurer officer will be paid \$250 per month as long as money is available. Money to come from general fund.
- I. Mid-Season Championship points will run from the pull after Tiffin from previous season through Tiffin for that season.
- J. Current By-Laws updates were accepted (April 2008).
- K. Any competing member that serves on the Executive Board shall receive free membership for each year they serve. Any Executive Board member that is not a Competing Member shall receive free Associate Membership for each year they serve.
- L. When a promoter wants to run an Invitational pull he must run a 3 class A pull first, then the invited class. Total of 4 classes.
- M. A rule book by OSTPA be published (just copies) and sent to membership, to keep members more aware of rules and changes.
- N. Agenda items will come from the Local Clubs, Executive Board, and Divisional Committees. Voting will be done by the Full Board. Divisional Committee items will pertain to that Division only.
- O. Person can belong to any and all local clubs, but can only vote in one.
- P. President and secretary of local clubs will be at least a Voting Associate state member.
- Q. The OSTPA office to compile a complete file of all minutes available to pass on to future Executive Boards. In the event of Executive Board changes, all past minutes to be passed on to new members.
- R. Executive Secretary cannot exceed \$500 spending limitation on any purchase without Full Executive Board approval.
- S. A current and updated set of the By-Laws to be given to each officer of a local club yearly.
- T. Class C Pulls will only be allowed to run three classes.