

NETTPA RULES

GENERAL INFORMATION

WARRANTY DISCLAIMER

These rules are intended as guidelines for the sport of tractor and pickup pulling. The rules relating to the safety of equipment are the responsibility of each driver who participates in the sport of tractor and pickup pulling under these rules. No expressed or implied warranty of safety is intended or may be inferred from the publication of these rules, nor the compliance therewith.

Nothing herein should be construed as a guarantee against injury or death to participants, bystanders or spectators. Rules and specifications as set forth in the rulebook are based upon the recommendations of competing members, crewmen and other participants in the sport of tractor and pickup pulling. All participants must assume all liability for any damage or loss caused by or flowing from their equipment and their use thereof.

The Nebraska Truck and Tractor Pullers Association specifically states that it has not tested any equipment or use of equipment that it refers to in the rulebook and makes no warranty, either specific or implied, with regard to said warranties.

➤ SAFETY

At every Nebraska Truck and Tractor Pullers Association sanctioned event, safety is the name of the game. The sport of truck and tractor pulling has more brute horsepower than any other motor sport in the world. During the pull, safety is in the front of everyone's mind.

1. The crowd must be kept at least 35 feet from the track unless a concrete or wooden barrier is used or with reasonable approved exceptions
2. Spectators in the pit area must be kept to a minimum and everyone in the pit area will be required to sign a release form
3. The ends of the track must be kept open at all times
4. A pull will not be conducted if a safety hazard is posed to anyone
5. No one 14 or under will be allowed in the any of our "hot" areas (staging areas, competition track, and etc., are considered hot areas)
6. Safety is everyone's responsibility. The promoter, track workers, spectators and officials must work together to ensure the safety of all involved.

➤ INSURANCE

The following is a brief summary of insurance coverage for those who hold a NeTTPA competition license.

1. Insurance is mandatory of all Promoters and all Drivers.
2. Drivers — Cost: \$150; coverage: \$240,000.00. excess medical; \$10,000. primary medial; \$25,000, accidental death & dismemberment
3. Promoters — Cost: \$800; coverage: \$10,000,000, promoter event insurance

For information on insurance coverage, loss reports, etc., refer all calls/correspondence to:
Frank Crystal & Company
849 Co. Rd. 1850 E.
Greenup, Ill. 62428

➤ **PULLING DIVISIONS**

Super Stock Tractors

6,000 lbs (alcohol) – 6,200 (diesel)

7,700 lbs

Limited-Pro Stock Tractors

8,000 lbs

9,000 lbs

4WD Pickups

6,000 lbs

6,500 lbs

4WD Street Tired

6,200 lbs

6,700 lbs

2WD Pickups

5,500 lbs

6,500 lbs

Econo-Mod Tractors

Each participant runs for points standings. The following is the points breakdown. All participants that signs in will receive 5 sign in points plus their placing upon moving sled a measurable distance.

1st Place	10 points	5 sign in points	15 points
2nd Place	9 points	5 sign in points	14 points
3rd Place	8 points	5 sign in points	13 points
4th Place	7 points	5 sign in points	12 points
5th Place	6 points	5 sign in points	11 points
6th Place	5 points	5 sign in points	10 points
7th Place	4 points	5 sign in points	9 points
8th Place	3 points	5 sign in points	8 points
9th Place	2 points	5 sign in points	7 points
10th Place	1 point	5 sign in points	6 points

All others receive 5 sign in points.

➤ In the event of a tie those two places are split creating a half-point

➤ For a rainout where competitors are signed in, they will receive 5 sign in points plus competitors will split position points

➤ **ENTRY PROCEDURES**

A. ENTRY TRAILER

The entry trailer (or other designated site) opens for a minimum of two (2) hours prior to the start of each session and entry clerk will make him/herself available for one (1) hour after the end of the session

B. PROCEDURES

1. Upon arrival at the event, immediately go to the entry site designated to enter participants.
 2. Present Membership Card to entry clerk. The driver must hold a current card. Enter all classes in which you will be participating.
 3. Competitors who are not current Competing Members will be able to pay their membership and insurance fees at the time of registration.
- (Unintelligible) entry fees and revoke pit passes for any competitor they believe has fraudulently violated the entry procedure for monetary gain.
- ENTRIES CLOSE ONE-HALF HOUR PRIOR TO THE SCHEDULED START OF THE SESSION.
- The puller may enter late with permission of presiding officials. An event Official must be notified of competitors intentions to compete before close of entries to be eligible for late entry.

C. ENTRY

1. Each vehicle may be entered in only two (2) classes. All contestants will draw for their position at the time of entry
2. Classes in a given session will be run in the session, but not necessarily in the posted scheduled order
3. If a puller breaks on a previous class and cannot make pull order in the next session, the puller may check with track officials for extra time. It is the track officials decision to allow the puller to drop position

D. WITHDRAW

To scratch a vehicle and receive refund of entry fee, the vehicle must be broken and unable to compete. The competitor is required to notify the Entry Clerk of his/her withdrawal prior to the start of the class.

If the puller scratches from a class, prior to the start of the class, he/she may leave the sign in fee in the points fund and receive five (5) sign in points for each class entered. If the puller does not officially scratch before the class starts, he/she will not receive his/her sign in fee back.

Once a puller has scratched from class, he/she may not re-enter that class for the session.

E. TECH AREA

All pulling vehicles will be inspected each year. No one will be permitted to compete until each inspection is done by the tech officials. No one will be allowed to compete unless they have all required safety equipment in place. NO EXCEPTIONS.

1. There will be a designated area set up by the Track Officials, as a tech area. All vehicles will be routinely teched and officially weighed.
2. The tech inspection areas are open and closed the same hours as the entry site.
3. Drawbars are to be checked no sooner than three (3) to five (5) vehicles in advance of pulling. And can and may be checked prior to each time vehicle hooks to the sled.

F. BREAKAGE

All pullers who break on the grounds will receive five(5) sign in points for classes entered provided he/she does not request a refund. Puller will receive purse money for class if a measurable pull is made and/or class is not full.

Once a puller has hooked to the sled, whether he/she can make a measurable pull or not he/she may not be refunded his/her sign in fee for that class.

EXHIBITION VEHICLES

All vehicles participating in or exhibition at the NeTTPA sanctioned event or hooking to the sled or sleds, must meet all the NeTTPA safety requirements applicable. All will pay insurance and membership.

SECTION I

> ELIGIBILITY

A. ELIGIBILITY OF A CONTESTANT

1. All contestants, competing in any pulling contest sanctioned by the NeTTPA must be a current paid member of the NeTTPA.
2. Contestants must be 18 years of age, or at least 16 year of age with parent or guardian's consent.

B. VEHICLE REGISTRATION

1. A person can build existing vehicle in mid-season and retain previous points with paid membership
2. Points go with the vehicle not the driver
3. All pulling vehicles will be required to have a Inspection/Weight Certification sticker in place after being certified each season
4. Any mid-season modification will require being re-certified. This will be required each year

SECTION II

> GENERAL RULES – ALL DIVISIONS

No computers will be allowed that will control any mechanical operation of the pulling vehicle.

> BRAKES

All competing vehicles must be equipped with working rear wheel brakes (except 4 wheel drive trucks).

1. Four wheel drive truck brakes must slide all four(4) wheels

2. All driveline brakes must have 3/8" steel, 360 degrees around brake components, and both ends must be closed with 1/8" steel or greater

➤ **DRAWBARS**

Drawbars shall be constructed so that in the event of drawbar breakage, the drawbar supports do not pull from a top link or brace above the centerline of the rear axle of the vehicle. If Tech Inspectors or Competition Director rule a vehicle drawbar is illegal and/or unsafe the party involved can ask for Executive Board approval of drawbar by submitting photos and construction information to the NeTTPA Executive Board.

A drawbar, which has provisions to be shorter than legal length, is not acceptable as a legal drawbar. Any vehicle with the drawbar hold up device above the centerline of the rear wheels must have a single pin breakaway type (slide out) drawbar.

DRAWBARS HEIGHT AND LENGTHS:

Class Length	Drawbar Height	Drawbar
Limited Pro-Stock	20"	18"
2 Wheel Drive Pickup	30"	18"
Super Stock Tractors	20"	18"
4 Wheel Drive Pickup		26"

1. Drawbars must be rigid in all directions
2. All drawbars must be parallel to the ground with the exception of 4Wheel Drive Pickups
3. All Drawbars and hitching devices will be steel in all weight classes and divisions

All vehicles must meet the following:

4. Drawbars to be a minimum of 2 sq. inch total (steel) at any point
5. Any pin will be a minimum of 7/8"
6. Drawbars must be equipped with a steel hitching device not more than 1-1/2" x 1-1/2 square(1-1/2" round stock); and with a 3" round hole, maximum of 3-1/2" round hole
7. No portion of the vehicle may interfere with the sled, chain or hook during a pull or while being hooked or unhooked.
8. Area 6" wide and 12" high immediately above the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbar) for ease of hooking and unhooking
9. Vehicles with second drawbar must have their drawbar 8" above the second drawbar. Hole in second drawbar must be covered if not in use
10. Drawbars and wheelie bars are not to be connected
No trick hitches, no cam type ends. Drawbar distance from the center of rear axle cannot change during pull. Drawbar must be rigid in all directions.
11. All vehicles are required to have a tow hitch on the front of their vehicles.
12. The hitch can extend a maximum of six(6) inches ahead of the furthest most front portion of the vehicle, (hitch will not be counted in length when measuring vehicle)
13. The hitch must have a three (3) inch hole, preferable positioned horizontally and strong enough to push or pull the vehicle at its heaviest weight.
14. The device is to be used for no other purpose.

➤ **CLUTCHES, FLYWHEELS AND AUTOMATICS**

All torque converters and automatic transmissions must have a blanket built to the same specs as the super stock blanket.

1. Blanket is to extend from the rear of the engine block to the front of the tail housing
2. Blanket must be fastened forward securely with two (2) straps on each side, one above the crankshaft centerline and one(l) below the crankshafts centerline
3. Blanket should have 6" of overlap
4. Straps must be 2" wide with no more than 1" spacing between each strap
5. All pulling vehicles using an automatic transmission must be equipped with a positive reverse-gear lockout.
6. The flywheel, clutch and pressure plate cannot have any gray cast metal in their components. The flywheel may be either steel or aluminum. Pressure plate, floaters and other clutch components must be steel. The clutch must be inspected and stamped or be SFI approved. If during the year the puller replaces clutch components, the clutch shall be SFI approved or re-inspected and stamped with the NeTTPA stamp.
7. If used, torque converters and automatic transmissions must be equipped with an SFI 4.1 blanket.
8. The blanket must extend from the rear of the engine block to the front of the tail housing
9. It must be fastened forward securely with two (2) straps on each side, one above the crankshaft centerline and one below the crankshaft centerline
10. The blanket should have a 6" overlap
11. Stops must be 2" wide, with not more than 1" spacing between the straps
12. All lenco type planetary transmissions, excluding reverser, must be covered with an SFI approved blanket.
13. Clutch automatics: The clutch must be SFI 1.1 or SFI 1.2 approved. Automatics will be covered with an SFI 4.1 blanket from the back of the bell housing to the tail shaft.
14. Straps to be fastened forward and to the rear of clutch/flywheel assembly. All straps must be securely fastened and the blanket must be secure against the rear of the block.

➤ **CHASSIS**

All tractors shall have wide front axles. Front wheels shall track within the rear wheels.

➤ **ENGINES**

Shielding on all super stock in line engines will be from sheet metal (hood) to 2" below center of crankshaft throw, and be securely fastened. They may be louvered, but no expanded metal. They must be 0.60" thick and made of steel or aluminum.

1. Starter motors, fuel filters, oil filters and fuel injection pumps may not be used as shielding
2. Shielding may cover or pass behind starters or fuel pump
3. All Super Stock diesel engines will be required to install a manual three (3) way dump valve ahead of the injection pump to be operated from the dash panel
4. All Limited Pro-Stocks will have a manual control valve with the fuel shut off of the pump
5. All ether bottles(starting aids) must be placed outside of the engine compartment.
6. All blow-by tubes must exit forward of rear tires

7. Engine crank venting:

All engine crank venting "blow-by tube" must be vented below the head of that engine and extended down to the engine pan

8. All pulling vehicles must be equipped with a dead man throttle.

9. All throttles working in a forward-rearward direction shall be closed in the rearmost position

10. No hydraulic throttle linkage allowed — must be positive, two-way, mechanical linkage

11. All foot throttles must have a toe strap

12. All injection or butterfly shafts on engines must have dual return-to-idle arms and springs, one on each side. All diesel engines must have an external return to idle spring on fuel injection pump throttle arm.

13. A bolt in the crankshaft to hold damper pulley is required.

14. Engines used in trucks by manufacturers are classified as automotive.

➤ **EXHAUST SYSTEMS**

1. All exhaust must discharge vertically.

2. Height to be a minimum of one foot above the bend in the pipe with discharges vertically measured from the top of the pipe to bottom of the bend

3. All exhaust pipes must be securely attached

4. Vertical is defined as being within 20 degrees, in any direction of being in plumb

5. Rain caps may not be used

6. No megaphone pipes allowed

7. Venturi type headers are acceptable (except for Four Wheel Drive Trucks)

8. Headers or open exhaust will be allowed but must exit up or back, not angle down or out, and not more than 20 degrees back. Headers must exit up if alcohol fuel is used (this is for Four Wheel Drive Trucks only).

9. Turbocharged engines must have two (2) 3/8" Grade 5 bolts in vertical position of exhaust pipe(s) bolts to be installed 90 degrees to each other, within one (1) inch of each other.

➤ **FUEL AND FUEL CONTAINERS**

All forms of nitro methane (including nitrous oxide and popylene) are ILLEGAL as a fuel or FUEL ADDITIVE for pulling. Legal fuels are:

Alcohol

Water

Diesel fuel

Gasoline

Propane gas

BANNING OXYGEN CARRIERS AND COMBUSTION ACCELERATORS: No pressurized fuels allowed except in U.S. approved pressure tanks.

NO OXYGEN ALLOWED.

➤ **KILL SWITCHES**

1. All kill switches must be mounted independent of drawbar and/or wheelie bars.

2. All pulling vehicles must have an automatic/ignition kill switch and/or air shutoff, in working order at all times
3. Track officials and/or tech inspectors must have the option of checking kill switches, as many times as they feel is adequate at any event

KILL SWITCH TYPES

1. The kill switch on all Super Stock and Limited Pro-Stock tractors must be located in the rear center of the vehicle (maximum of 6" off center in any direction) 48" above the point of hook
2. On a spark ignition engine, kill switch must break or ground the ignition circuit
3. On vehicles equipped with spark ignition engines and electric fuel pump(s) the kill switch must also break current to the fuel pump(s) (switch must be checked with the engine running)
4. On all diesels, the kill switch must activate the air shutoff required on all diesel engines.
5. A cable may be used for this purpose, but must have positive type enclosed cable for the air shutoff
6. The cap must have spring loaded closing mechanism
7. System to be deemed acceptable must at least prevent building of boost
8. It is recommended that a gasket/seal arrangement be used to more effectively shut off airflow
9. Door or rain cap-type air shut-offs (no butterfly type) will be required on all self-ignition engines with a separate control for driver
10. Control for driver not to be same as for sled.
11. The breakaway kill switches must have attached to them a minimum of 1/8" cross-sectional thickness. The cable from the sled will be attached to this ring.
12. Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.
13. Kill switch ring must be secured with a nylon tie wrap (1/8")
 - a. The tie wrap must be broken for a repull
 - b. NeTTPA will supply the 1/8" tie wraps for uniformity
 - c. Addition: Competitor will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.
14. If vehicle has a kill switch or shutoff located in legal position, and during the pull it is pulled and the nylon strap brakes, and the presiding judge inspects and finds switch capable of operating properly under normal conditions, the vehicle will be allowed to repull immediately or drop six positions. Decision to drop must be made before the vehicle leaves the track. It is the puller's responsibility to see that the switch is checked by an official before leaving the track.
15. All ignition engines must have bar type master switch for all motors in working within easy reach of driver.
16. All diesel engines must have a fuel shutoff valve control within easy reach of the driver (your normal fuel shutoff of diesel pump). All engines must be equipped with an emergency shutdown air intake, which can be utilized from the tractor seat.

➤SAFETY

1. If presiding official and tech official feel that a vehicle is unsafe, they have the right not to allow the vehicle to pull.

2. All pulling vehicles must be equipped with a minimum 2 lb. dry powder type fire extinguisher, fully charged, in working condition and convenient to operator. It must also be fastened with a quick release latch.
3. All drivers in all divisions must wear a SFI approved helmet.
4. As of 2007 drivers are required to wear a full 360 degree neck collar meeting SFI spec 3.3 or a Hahn's device
5. Loss of helmet is disqualification
6. All helmets must have chinstrap fastened while pulling.
7. Fire suits (jacket and pants), fire-proof shoes and gloves and face sock will be mandatory for all drivers in all divisions. Fire suits must meet the following requirements:
8. All competing drivers at all NeTTPA events are required to wear a minimum protective clothing of SSFI 3.2 A-I fire suit.
9. A qualified competitor must be seated in or on the vehicle when his/her engine or engines are being started and running and have complete control of the vehicle at all times. Only when the vehicle is hooked to the sled can the driver leave the seat with the engine running.
10. Seat belts will be required in all vehicles. All drivers are to wear them while competing.
11. A reverse safety light system is required on all pulling vehicles.
12. A white light automotive quality minimum 2" in diameter must be mounted directly above or below the safety kill switch at the rear of the vehicle
13. A light in the driver's compartment must be operated off the same system
14. Both lights are to be activated by a lever such that it will be lit only when the vehicle is in reverse
15. All pulling vehicles must be equipped with a starter interrupter on the gearshift or on the clutch pedal, which will allow starter engagement only in a neutral gearshift position.
16. All Safety rules from the U.S. Puller rulebook will be required.

➤ **SEATS AND FENDERS**

1. All tractors must have a strong and rigid seat; all tip seats must be securely fastened while pulling.
2. All seats must have side rails that are a minimum of 4" above the edge of the seat
3. Must extend a minimum of one-half the distance from the back of the seat to the edge
4. Minimum strength equivalent to 1/2" pipe
5. If fenders are 6" or greater above the seat, and are 6" or less from the seat, no seat side rails are required
6. Seats will be thoroughly inspected by officials
7. All tractors must have a shield between the driver and tire, (not necessarily fender) to consist of a solid barrier between driver and any part of the rear tires to be able to sufficiently support weight of the driver.
8. The barrier must be minimum of 6" wide at the bottom, increasing to a minimum 36" wide at the top and the barrier must curl a minimum of 6" from vertical out over the tire in the same configuration as the tire.
9. Fenders or tire shields must be constructed so that when the driver is seated and the hands are on the wheel, he/she cannot touch the rear tire with any part of his/her body.

➤ **STABILIZER BARS**

1. Stabilizer bars are required.
2. The drawbar and drawbar assembly will not in anyway be attached to the stabilizer bar assembly
3. 4WD Trucks are not required to have stabilizer bars

➤ **TURBOCHARGERS**

1. All turbochargers not under hood must be completely shrouded, except for inlet and exhaust pipes, with steel 0.060 or thicker. Turbocharger under fiberglass hoods must be completely shrouded with 0.60 metal under the area of the fiberglass, except for inlet and exhaust pipes.
2. All intercoolers located outside of normal engine shielding must be shielding the same as turbochargers not under the hood. Must be shielded with steel 0.060 thick or greater.
3. On all pulling vehicles the tubing on the pressure side of a turbocharger to the intake must be under the hoods or side shields to be bolted or strapped securely.

➤ **TIRES**

1. Contests open to pulling vehicles with rubber tires.
2. No four-wheel drive tractors allowed
3. No dual tires, tire studs or chains permitted
4. All power must be transmitted through the wheels

Tire/Rim Safety Warning:

1. A tire/rim assembly may burst with explosive force causing serious injury or death if: 35 psi cold inflation pressure is exceeded
2. The rim is welded without the tire first being removed
3. The tire is drilled or screwed onto the rim

➤ **WEIGHTS**

1. Weights must be securely fastened and no transfer of weights while the vehicle is moving will be allowed.
2. Weights must not extend rearward beyond rear tires for tractor classes.
3. Any ballast lost while hooked to the sled will be cause for disqualification. If weights touch the ground although they may still be attached to the pulling vehicle, vehicle will be disqualified (internal breakage accepted).

➤ **ROLLOVER PROTECTION DEVICE**

1. A rollover protection device is required on all tractors. A 5-point harness seat belt will also be required.
2. No exhaust tubing is allowed in the construction of rollover protection device
3. All rollover protection devices will be built to SFI Specs 47.1 and 47.2 for the weight class allowed for the tractor
4. If certification stickers are required from the U.S. Pullers, then all devices will pass required certification

5. No exceptions to the rule are allowed. You need to pass inspection prior to pulling. Ask techs or officials for details.

OPERATION OF CONTEST

➤ CONDUCT OF EVENT

1. Pulling vehicles must be operated in a safe manner at all times within the confines of the track, pit and staging areas. Judges have the right to stop and disqualify any vehicle if it is not being operated as would be considered safe.
2. Operator must remain seated during the pull and must have complete control of the vehicle at all times.
3. Only the driver will be allowed on or in a vehicle when it being towed or driven.
4. No rider in or on any vehicle, in pit or adjacent areas, including tow trackers, competing vehicles, tow back and maintenance equipment of any kind
5. Any driver or any of his/her crew incapacitated due to an intoxicating agent, and/or drugs, his/her pulling vehicle will not compete for the duration of the pull. The presiding NeTTPA officials will handle this matter.
6. Unprofessional and/or unsportsmanlike conduct including abusive language and/or physical action toward event officials, fellow competitors and/or deliberate delay of the event, will be just cause for a minimum penalty of total disqualification from the event. Disqualified competitors will lose any prior placing, prize monies, contingency monies, points and/or event awards at that event.
7. In order to receive NeTTPA points, the contestant must hook and have a measurable pull. If the vehicle breaks on the grounds he/she will receive sign in points for class he/she registered in prior to breaking.
8. All pulls must start with a tight chain.
9. Contestants will be allowed a total of two (2) attempts and 100' to start the sled
10. If the driver lets off the throttle before 100' he/she will get a second attempt, even if going beyond 100'
11. If no effort is made to back off the throttle; no second attempt will be given.
12. The intent is for driver not to slam on the brakes to stop before 100'(or at anytime), but to come to as smooth a stop as possible
13. Track officials will consider jerking of the sled by backing out of the throttle grounds for disqualification (track officials will use their own judgment on this call)
14. Each contestant has the privilege of, and responsibility for spotting the sled for both of his/her attempts. Pull back tractor operator/sled operator must be notified of where contestant wishes sled placement when previous contestant unhooks from the sled. Use of crew members is recommended in spotting sled to expedite the show.
15. Sled will be toward back or forward to starting line before each attempt. No official pull may start beyond starting line in either direction. All sleds to be started with front on pan even with starting line in gear.
16. An attempt is defined as moving the sled a measurable distance (1" or greater).
17. All pulls made during a contest will be measured.
18. All pulls will be to the nearest inch from the front center point on the sled, or from the back center point of the sled, or with a laser type devise

19. Violation of any rule shall be just cause for a disqualification
20. Pulling vehicles must remain within boundaries of contest course during a pull or will be disqualified. Sled pan must be within boundary line at start of the pull. Chalk line is to constitute track boundary.
21. contest on the track will be cause of disqualification, unless due to internal breakage.
22. Excessive is defined as any steady or intermittent stream discharged on the track, or a spot equivalent to more than 8" diameter
23. If a vehicle is legal when hooked to the sled, and a breakage occurs while under the green flag due to unforeseen circumstances, the pull will be measured, with the exception of loss of ballast or safety equipment.
24. Only when original mechanical method of starting fails to work, will tow starting be authorized with use of a tow bar.
25. All pulling vehicles must be able to drive on the track and backup to the sled at the starting line
26. They must also be able to backup to unhook and drive off the track on their own power unless breakage occurs at the event.

➤ ***EVENT PROCEDURE AND REQUIREMENTS***

1. No one allowed on the track except for track officials and contestants when the vehicle is under the green flag.
2. Track is defined as the area within 35' in any direction of the contest boundaries, including the run off area at the finish end of the track
3. At all times during competition (from the time the session starts until it is finished) there will be limited access to the track area at the discretion of the event officials
4. All pulls shall operate with two (2) flag men:
 - a. Starting flag man will be responsible for the readiness of track, pulling machine and contestant
 - b. Second flag man will work for an entire class to assure all contestants have as equal treatment as possible for all competitors in each class
5. Track will be 300 feet long and a minimum of 30 feet wide.
6. An ambulance must be present for a pull to be conducted.

➤ ***WEIGHT AND DRAW BAR MEASURING PROCEDURES***

1. All official weights include:
 - Drive
 - Vehicle oil
 - Water
 - Fuel. ready to compete
2. All drivers must weigh with pulling vehicle when it is officially weighed. No vehicle will be allowed past scales that exceed class weight. No adding fuel or weights unless re-weighed. Weighing in to be at the discretion of the track judges.
3. All draw bars to be measured three to five vehicles prior to hooking.
4. After that time draw bar cannot be altered except for maximum 200 lb. weight moved either direction
5. No air pressure to be altered in tires unless draw bar is re-measured

6. Should a puller move more than 200 lbs forward from the rear of the tractor, the draw bar must be re-measured before pulling at the discretion of the track official.
7. Draw bar can be re-measured after the pull at the discretion of the track official.

➤ **TEST PULL AND OPTIONS**

1. All re-pulls will be decided by the track officials. Number one puller will be test puller and may take the pull if weight transfer is deemed right, or he/she may immediately take his/her second pull, or he/she may pull in sixth position. Sixth position is defined as the position immediately following the next five (5) scheduled competitors and their attempts.
2. The number one, or test puller, only is not to be disqualified or measured for running out of bound on first attempt only
3. All other reasons for disqualification apply
4. He/she is to be disqualified on second attempts if he/she goes out of bounds
5. If weight transfer needs further adjustment, the first puller after each adjustment will be treated as the number one(for test) puller.
6. If the class is restarted, all contestants having pulled previously will have the same options as the number one puller:
 - 1.) May hook immediately
 - 2.) May drop six positions
 - 3.) May drop to last due to mechanical problems.
7. In the case of a restart it is the competitors responsibility to alert the track official of his/her decision.
8. A class cannot be restarted after the first one half (1/2) of the class has hooked due to the sled setting.
9. All decisions on re-pulls are to be made before the vehicle leaves the track. If the track official is not notified of driver's intent to re-pull in driver's position, then the driver will automatically be dropped six (6) positions.
10. Any disqualification on the first attempt bars a second attempt. Should class be restarted, puller disqualified will be allowed to pull in position drawn.
11. Contestant must pull at position drawn within three (3) minutes of time sled is at readiness, any delay will mean disqualification. If presiding official is notified he/she may drop a contestant having mechanical problems six (6) positions. This would constitute one of his/her attempts. This may be done per contestant per class.
12. If a contestant experiences mechanical problems during a test pull (before first pull), track officials may grant the contestant the option of dropping to sixth or last position.
13. Pullers will be able to drop to six (6) place if breakage occurs on the first attempt, if not 100'. He/she will get a total of two (2) chances.
14. If the last vehicle in a class experiences mechanical problems, it should be allowed six (6) minutes to hook and make an attempt.

➤ **PULL-OFFS**

1. A pull off will be required if more than two (2) vehicles go over 325' in any one class.
2. A cool down period can be allowed and will be determined by track officials
3. If only two (2) vehicles go beyond 325' they have the choice of splitting 1st and 2nd or pulling off.

4. In a pull-off, each contestant in his/her turn will be allowed two (2) attempts to make a measurable pull. Sled must be re-adjusted if the contestant fails to reach 125'.
5. If the first contestant is successful in making a full pull, all contestants must pull at that setting unless, in the track officials opinion, the sled operator has made a mistake.
6. Order of pull will be in the order in which the vehicles involved made full-pulls, unless there has been a sled setting change by track official. No dropping six (6) positions in a pull-off.
7. If a pull-off is not ran on the same track or same sled, or same day, the first puller will have the option of taking the first pull or dropping six (6) places.
8. In a first pull-off, all contestants shall be required to make an honest attempt to pull, or he/she will receive the same points as the top vehicle that did not qualify for the pull-off.
9. In the case of a pull-off not completed because of rain, curfew, etc., purse monies and points for places involved will be divided evenly between all those qualified in the pull-off.

➤ ***SUMMARY OF CAUSE FOR DISQUALIFICATION***

Includes:

1. Loss of ballast weight while hooked to sled
2. Loss of safety equipment, and failure of safety equipment to function while under the green flag
3. Excessive loss of liquid (steady or intermittent stream discharge on the track, or a spot equivalent to more than 8" in diameter) under the green flag
4. Illegal fuel (NITRO METHANE, NITROUS OXIDE OR OTHER OXYGEN CARRIERS OR COMBUSTION ACCELERATORS)
5. If vehicle goes out of bounds when hooked to the sled (a vehicle touches the white line), the vehicle will be disqualified
6. Unsafe operation in competition vehicle
7. Intoxication of driver or crew member — any driver or any of his/her crew incapacitated due to an intoxicating agent, and/or drugs, his/her pulling vehicle will not compete for the duration of the pull
8. Unprofessional and/or un-sportsman like conduct, 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 or total disqualification from the event — disqualified competitor will lose any prior placing, prize monies, contingency monies, points and/or event award at the event. If behavior deems a more severe penalty, said penalty will be determined by NeTTPA Executive Board
9. Illegal equipment
10. Leaving the starting line under a red flag
11. Any knowing violation of any rule shall be considered illegal and be an automatic disqualification
12. Any safety rule broken will be an automatic disqualification
13. The decision of the Track official is final and shall not be appealable; however, that with showing of reasonable and good cause, the track official may, without liability, revise his/her decision — calls of judgment are not subject to appeal and shall be final.
14. ALL DISQUALIFICATIONS WILL RESULT IN NO MONEY FOR THAT CLASS AT THAT PULL YOU WERE DISQUALIFIED IN-NO EXCEPTIONS. YOU WILL RECEIVE 5 SIGN IN POINTS FOR THAT CLASS.

➤ **VIOLATIONS**

Violations of the rules contained in this rule book, determined by the track officials or resulting from a protest, will be subject to the scheduled penalties:

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

➤ **PENALTIES**

The penalties for illegal vehicle shall be as follows:

Illegal fuel usage
Illegal draw bar
Cubic inch violation

1. Loss of all accumulated points for the year and suspension of membership for one (1) year and ten (10) days.
2. Other violations-as determined appropriate by the determining official or board.

PROTESTS

➤ **PROTEST PROCEDURES**

1. Any NeTTPA member competing in a pulling event may protest the legality of another contestant's vehicle.
2. Protests must be in writing, on forms by NeTTPA, and delivered to the track official within the following prescribed time limits:
3. Fuel violations — before vehicle leaves the pulling track (may be oral followed by written protest within 30 minutes)
4. All other violations-prior to the pulling session or within 30 minutes after the vehicle leaves the pulling track
5. The protest must specifically identify in detail the nature of the violation and be accompanied with the protest fee in accordance with the schedule below.
6. The track official shall investigate and decide the protest as promptly as possible and shall inform the parties to the protest of this decision. The track official shall make and perform or schedule any appropriate inspections to determine the legality of the vehicle.

➤ **PROTEST REVIEW**

1. If either of the parties does not accept the decision of the track official, the official shall forward the written protest to the NeTTPA Executive Board for the determination. The purse of the involved event will be escrowed as to any competitor who could be affected by the protest, until final determination has been and/or the time period for filing an appeal has expired.
2. The NeTTPA Executive Board shall determine the merits of the protest and if the protest is sustained, impose the prescribed penalty or such lesser penalty as they determine appropriate. The protested competitor and protestor shall be notified in writing of the determination. The notice shall include the violation and the penalty imposed.

Protest fee

Trucks	\$300.00
Tractors	\$200.00

If a protest is sustained, the protest fee, less the cost of inspection, will be returned to the protesting member. If the protest is not sustained, the protest fee, less the cost of any required inspection will be forfeited to the protested member.

➤ APPEALS

1. All protest decisions are to be appealed to the NeTTPA Executive Board.
2. In order to appeal the decision of the track official, the appealing member shall make a written request for an appeal delivered to the NeTTPA office within ten (10) days of issuance of the written notice of the imposition of the penalty.
3. A majority of the NeTTPA Executive Board shall constitute a quorum for determination of any appeal and a majority of those present shall effect the decision. In addition to a determination of the violation of a protest the NeTTPA Board shall have the authority to modify the penalty imposed in order to achieve the appropriate penalty.

➤ INSPECTION

1. Inspections will be performed as determined appropriate by the track officials and the NeTTPA Board.
2. For any cubic inch check, the head will be removed and the bore and stroke will be measured, of use of cubic inch pump will be used, if inspection cannot be completed immediately, engine may be sealed or vehicle impounded until the inspection can be made.
3. For any fuel check, the track official will take samples as appropriate and test the samples on site when possible. An additional sample will be taken, sealed and promptly checked.

➤ VOLUNTARY COMPLIANCE

Each competitor expressly agrees that by entering NeTTPA sanctioned event:

1. The competitor agrees that any disputes concerning any event, the rules of the NeTTPA or any decisions of the NeTTPA officials whether or not incident to an event, shall be resolved pursuant to the procedures provided for the Rule Book
2. The competitor agrees to subject his/her vehicle to any inspection necessary to ascertain the legality of the competitor's vehicle
3. The competitor agrees to release and waive NeTTPA from any liability relating to the rules contained in the rule book or the conduct of the pulling event

SUPER STOCK TRACTORS

A super stock chassis shall consist of die 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. The stock transmission housing or manufacturer's replacement and the stock final drive housing or manufacturer's replacement
3. The OEM engine block cannot be modified externally in anyway except for normal repair or for mounting of fuel injection pumps. Internal webbing and water jacket to remain intact with provisions to rebore engine block be provided. Any alterations to the chassis shell must have the written approval of the NeTTPA Executive Board before the tractor in question will be considered a legal NeTTPA entry. (The criteria used by die board will be retention of stock appearance.)
4. The tractor chassis and frame must remain stock from the rear of the engine block to the rear of the tractor on all super stock tractors. On all super stock tractors, the clutch housing, transmission case, rear end housing and axle housing must be OEM, no aluminum replacements. Exceptions — component tractors must meet NeTTPA specs for component tractors.
5. Component tractors are allowed 7700 lbs. class only. It will be brought up for vote yearly, whether or not to allow component tractors in the 6000 lb. class. (2005)

The 6000 Lb. class will be weighed as follows:

1. All alcohol powered tractors may weigh 6000 lb. and must have 300 Lb. moveable weights
2. All diesel powered tractors may weigh 6200 Lb. and must have 300 Lb. of moveable weights.
3. One-piece engine main cap bearings allowed. One-piece main cap not considered a girdle.
4. Must have a hood and grill in place as intended by the manufacturer.
5. Sheet metal can upgrade to present manufacturer by NeTTPA Executive Board approval. Sheet metal upgrade cannot cross original manufacturer's lines. For example — Case to John Deere or Oliver to IH.
6. Must retain stock appearance.
7. Distance from the center of rear axles to foremost part of hood must be same length as that model of the upgrade sheet metal.
8. Wheel base rule will apply according to the model of the upgraded sheet metal. Chassis rule will apply according to die original chassis not to the model of the upgraded sheet metal.
9. Any alterations to the stock appearance must have a written Executive Board approval before tractor in question will be considered a legal entry. All engine blocks must remain in original location as located by manufacturer. Sheet metal to be stock length and in stock location. Criteria is to maintain original appearance.
10. Planetaries are considered part of final drive and are not removable,
11. Maximum of 114" wheelbase, unless originally produced with longer wheelbase, then must remain stock length. Maximum length 13" from center of rear wheel to forward most position.
12. Limited to a maximum of three (3) compression stages.
13. A tractor available for purchase as a four-wheel drive model only cannot be eligible as a super stock entry.
14. 150 units of the tractor in question must have been manufactured, (notarized statement from the manufacturer) furnish part numbers, and prove to the committee's satisfaction mat they have a legal entry.
15. 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.
16. A limit of 30.5" is put on the width of the tires. Rim diameter is limited to 31" on tire widths over 24.5". (Width determined by manufacturer's size.)

17. All Super Stocks are required to have one cable that must surround the engine block and head. This cable must be placed between the first and second cylinder through the exhaust manifold port area. Cable must be a minimum of 3/8" thickness. Cable must have a minimum of two (2) clamps at the splice. Cable must have a 4" of slack.
18. Safety tie bars are required. They are to be mounted to the rear axle housing with at least four (4) axle housing bolts, extending forward of the flywheel area and fastened to the side of the block or main frame with at least two (2) 5/8" bolts or a one-piece frame extending from front of the tractor to the rear axle housing mounting bolts.
19. All ether bottles (starting aides) must be placed outside of the engine compartment.

2WD PICKUPS

➤ ENGINES

1. Only one naturally aspirated or injected engine with max 540 cu. Inches with 0 tolerance allowed.
2. Aluminum or steel aftermarket heads limited to (2) two valve per cylinder. Production style cast iron or aluminum automotive blocks are allowed.
3. No diesel engine components allowed.
4. Any manual or crank drive fuel pump must have a manual bypass or shut off valve. Valve should be as close to carburetor or injection system as possible.
5. Multiple carburetors will be allowed. No blowers, no nitrous oxide and no turbos will be allowed. No aluminum heads or aluminum blocks will be allowed.
6. Engine must be in the engine compartment. Movement of the engine must be within the compartment. All pickups must have engine compartment hood. (Covers as top shield)
7. Wheel Base: Center of the rear axle to further most forward point of vehicle including bumper, weights, and bracket is no more than 15 feet.
8. Fuels that will be allowed are:
 - Alcohol with tracer and racing fuel
 - No nitro methane will be allowed.
9. No fuel tanks or fuel lines are to be located in the cab.
10. All reciprocating parts shall be either shielded or under the hood. Shields must be at least 0.060 aluminum or steel excluding the SFI Harmonic balancer.
11. Solid frame rails with no holes may serve as part of or the entire shield, providing it covers required area of block casting. Harmonic balancer must be shielded with 1/4" by 1-1/2 thick steel, 360 degrees around and mounted rigidly with fingers or tabs in front.
12. All exhaust will be vertical and extend above the hood.
13. All vehicles must have a working kill switch this must also shut off the engine ignition and the electric fuel pump if vehicle is equipped with one.

➤ VEHICLE SAFETY AND CHASSIS

1. Cabs will have front and rear approved glass
2. All vehicles must have a working back up light located above or below the kill switch and one in the cab
3. All vehicles must have working brakes
4. All vehicles must have a working neutral safety switch

5. Fiberglass bodies are allowed with a complete approved firewall with no holes. Fiberglass bodies must have working escape hatch or doors in top or back of the body. If body does not have two working doors, then the door glass must be lowered or removed while under the green flag. Escape hatch will not be counted as working door.
6. Drive shafts between engine and transmission must have solid shielding a minimum of 3/8" aluminum or 5/16" steel.
7. Driveline shielding without planetary rear-end must have three (3) round metal loops, shielding on each drive shaft (two-piece drive shafts must have six metal loops).
8. 360 degree loop must be a minimum of 3/8" aluminum or 5/16" steel. 3/4" wide (or wider) and not more than 2" from the shaft in any direction
9. Each loop to be placed no farther than 6" from universal joints, with third loop in center of shaft
10. May be solid tube (3/8" aluminum or 5/16" steel) to meet the above requirements
11. Driveline shielding for planetary rear-end must be enclosed in 5/16" minimum steel or 3/8" aluminum, round, inside diameter of the largest universal joint, fastened every 6" or closer, with 3/8" or larger bolts (Grade #5), or butt and seam welded, and securely mounted to vehicle frame. Applies to all vehicles with exposed drive shaft. No more than 1/4" of end of driveline shall be visible with driveline shielding in place.
12. If u-joints are used in any drive shaft application, the shielding must be 5/16" steel or 3/8" aluminum with 1/8" steel insert in aluminum. The insert must be minimum of 6" wide.
13. Vehicle must have 360 degree metal shield around the universal joints, 3/8" aluminum or 5/16" steel, minimum width 6".
14. A 1/4" x 6" wide metal plate must be used between the cab and the drive shaft to protect the drive from the drive shaft. The plate must be constructed as follows: 6" wide by 6" long and at least 1/4" thick.
15. Automatic transmissions will have approved blanket and shield. Shield must cover torque converter and can be made of 3/16" steel or 3/8" aluminum.
16. Manual transmissions will have SFI approved bell housing. (Bullet Proof) Steel flywheels are required.
17. Transmissions: Any stock or aftermarket transmission and/or drop box is allowed. (I.E., scs. etc.)
18. Axles can be any style.
19. Any planetary rear end is allowed.
20. Weights no further back than 12" from hitch point. Weights must be securely fastened.
21. All drawbars and hitching devices will be steel in all weight classes and divisions.
22. Drawbars must be rigid in all directions
23. All drawbars must be parallel to the ground
24. All vehicles must meet the following:
 - a. Drawbars to be a minimum of 2 sq. in. total material (steel) at any point
 - b. Any pin will be a minimum of 7/8"
 - c. Drawbar must be equipped with a steel hitching device not more than 1-1/2" by 1-1/2" square (1-1/2" round stock); and with a 3" round hole, maximum of 3-1/2" round hole.
25. Hitch to be no more than 30" from the ground to top of hook point. Must be secured in all directions with a 3" loop. Hitch point must be no closer than 18" from the center of the axle.
26. Tires can be any design. No more than a 19" foot print.
27. Tires can be no larger than 18.4" x 16.1" Cepek.

28. 5500 lbs. light class and 6500 Lbs. heavy class. The heavy class must weigh in at a minimum of 6000 Lbs.
29. If any gray areas refer to the OTTPA and or U.S. Pullers rules but with the exception of the NeTTPA presiding officials and or tech officials can make final rulings.

2 WD SUPER STOCK PICKUPS

1. Automotive 472 cubic inch engine limit
2. Carburetor
3. No cfm limit
4. Factory fuel injection only
5. Prom modification allowed
6. Only one carburetor allowed
7. After market intake allowed.
8. No modifications to frame other than reinforcement. No cut frames.
9. No major body alterations.
10. Radiator must be in stock position.
11. Stock appearing vehicle. Front bumper must be on vehicle.
12. Cepek, Goodyear, Firestone, or DOT Approved bar tires — cutting allowed. 31" x 15.5" x 15" is the maximum tire size.
13. Hitch maximum 25" height — 30" axle, center line minimum and easy access from sled.
14. Mandatory drive shaft safety loops and shields, rotary shields under hood, safety bell housing, blankets or approved shields, kill switch, and fire extinguisher.
15. Headers allowed, must have collector running up and out.
16. No after market or aluminum heads.
17. No out board planetary rear end.
18. Must follow insurance and NeTTPA rulebook rules.
19. Gas or race fuel-no alcohol.

10,000 LB. PRO TRACTOR

1. Engine must be no more than 680 C.f. Must be diesel with one turbo charger of any size.
2. One injection pump of any size.
3. Tire size is no more than 24.5
4. Component chassis has to be 60 in. ahead of the rear axle.
5. Only one component.
6. All safety rules as the Super Stock tractors.

PRO STOCK TRACTORS

SUPER STOCK AND PRO STOCK TRACTOR RULES READ THE SAME EXCEPT THE FOLLOWING WHICH APPLY TO PRO STOCK TRACTORS ONLY:

RULES AND REGULATIONS

1. Tractors to compete at 9500 Lbs.
2. Engines no larger than 680 CL
3. Tractors are limited to one pressure stage and one air compressing device to be no larger than 4.8.
4. Deck plate allowed between Block and Head no thicker than 5/8".
5. Tractors are limited to 2 valves per cylinder.
6. Tractors may have only one Fuel Injector Pump.
7. Tractors must use Diesel fuel only:
 - a. No alcohol
 - b. No alcohol based substance, additive, and or formula of any kind can be used in Fuel or Air stream
8. No Inner coolers allowed.
9. No Electric computer controlled fuel systems.
10. Maximum tire size is 245 x 32.
11. Component tractors allowed.

LIMITED PRO-STOCK TRACTORS

1. The fuel that will be allowed in this class is any diesel, with additives for lubrication only. No alcohol, pure purple accepted.
2. An injection pump change is allowed. The Bosch P series is the maximum to be allowed. Injection pump may be mounted in any position.
3. Turbochargers allowed are:
 - a. Schwietzer S-3 maximum 3" in and 3" out without map enhancement or Garrett GT-42 small foot unaltered box turbo with map enhancement
4. Two 3/8" grade bolts installed in a non removable of external elbow.
5. 466 cubic inch displacement.
6. Tires to be accepted are:
 - a. 24.5 x 32, 23.1 x 34 And 23.1 x 30 — no larger will be allowed
7. Tractor will have a steel flywheel with a steel pressure plate and no gray cast anywhere.
8. Tractor will have a SFI safety blanket attached in the correct manner.
9. Tractor will have wheelie or tip bars made in accordance with the super stock rules. Hitches will also be made according to super stock rules.
10. Water injection is allowed, but water only, pump lube allowed. No alcohol or fuel substitutes.
11. Tractor will have an air shut off or kill switch such as the super stocks are required to have. An optional operator shut off will be allowed but is not mandatory.
12. Tractor will also have engine driven fans removed, electric fans will be allowed.
13. Legal side shields are mandatory.
14. AH tractors will have a rollover protection device in place. A 5-point harness type seatbelt is mandatory and will be worn while competing. Rollover protection devices are to be built to SFI 47.1 specs. There will be no exceptional to the rule. If the US PULLERS require a certification of the rollover protection device, they will have the certification sticker in place on the device.

15. All tractors are to have fenders. They are to be built with stock appearance in mind or use original stock fenders. The tires cannot touch the driver at all when driver is securely fastened in the seat. If this means adding pieces to the stock fenders to keep the driver from touching the tires then it must be done. Any homemade fenders must be made in accordance with the latest Super Stock rules and with roll cages, fenders for appearance only. Aluminum is allowed in the making of fenders and side shields. Front and rear wheels can be aluminum. Grill shells can be made of aluminum or fiberglass and should look original.
16. All tractors will have stock appearing frame rails constructed of steel only. Steel tube allowed but must be capped.
17. All tractors must have a dead throttle.
18. A fire shield is required behind the engine so that the driver is protected.
19. All tractors will be required to have a reverse light.
20. All tractors cannot extend rearward behind the rear tires.
21. Any front end is allowed as long as the front tires track inside of the rear tires. It must pass a visual inspection by the tech officers.
22. Relocation of the front end is allowed but by no more than 114" wheel base.
23. If a block change is required, the original crankshaft for the make and model of tractor must fit in updated block.
24. Safety tie bars mounted to rear axle housing with at least four(4) axle housing bolts and extending forward of the flywheel area and fastened to the side of the block or main frame at least two(2) 5/8" bolts or a one-piece frame extending from the front of the tractor to the rear axle-housing mounting bolts.
25. Must have stock intake and exhaust manifolds. No custom intakes, header style, etc. allowed.
26. Upgrades in sheet metal allowed according to the Super Stock rules.
27. All ether bottles (starting fluid) must be placed outside of engine compartment.
28. All rules are subject to NeTTPA Board Approval.

4 WHEEL DRIVE TRUCKS

1. All draw bars and hitching devices will be steel in all classes and divisions. Draw bars must be rigid in all directions. All vehicles must meet the following:
2. Draw bars to be a minimum of 2 sq. inches total material (steel) at any point
3. Any pin will be a minimum of 7/8"
4. Draw bars must be equipped with a steel hitching device not more than 1-1/2" by 1-1/2" square(1-1/2" round stock), and with a 3" round hole, maximum of 3-1/2" round hole.
5. Hitch to be no more than 26" from the ground to the top of the hook point. Must be secure in all directions with a 3" loop. Hitch can be no closer than 24" from the center of the rear axle.
6. Driveline shielding without planetary rear-end must have three (3) loops shielding on each drive shaft (two-piece drive shafts must have six metal loops). 360-degree loop must be a minimum of 3/8" aluminum or 5/6" steel, 3/4" wide (or wider) and not more than 2" from the shaft in any direction. End loops to be placed no further than 6" from universal joints, with third loop in center of shaft. May be solid tube (3/8" aluminum or 5/6" steel) to meet the above requirements.

7. Drive shafts between engine and transmission must have solid shielding a minimum of 3/8" aluminum or 5/16" steel.
8. Vehicle must have 360-degree metal shield around the universal joints, 3/8" aluminum or 5/16" steel, minimum width 6".
9. A 1/4" x 6" wide metal plate must be used between the cab and the drive shaft to protect the driver from the drive shaft. The plate must be constructed as follows: 6" wide by 6" long and at least 1/4" thick.
10. All reciprocating parts shall be either shielded or under the hood. Shield must be at least 0.60 aluminum or steel excluding the SFI Harmonic balancer.
11. Solid frame rails with no holes may serve as part of or the entire shield, provided it covers required area of block casting. Harmonic balancer must be shielded with 1/4" by 1-1/2" thick steel, 360-degrees around and mounted rigidly with three(3) fingers or tabs in front.
12. Shielding on all V or Y type engines (including marine or aircraft) must extend from base of head or the uppermost point of piston travel to 2" below bottom center of crankshaft throw, and be securely fastened
13. Spark plug shielding will also be in place.
14. Side shields must be mounted independently of the engine block. Motor mount, block saver plate and header mounting or chassis mounting is acceptable.
15. All trucks must have engine compartment hood. (Covers as top shield)
16. Automatic transmissions will have approved blanket or shield and flex plate. Shield must cover torque converter and can be made of 3/16" steel or 3/8" aluminum.
17. Manual transmissions will have SFI approved bell housing. (Bullet Proof) Steel flywheels are required.
18. Cabs will have front and rear approved glass.
19. All exhaust will be vertical and extend above the hood, or down parallel to the frame, but not out.
20. All vehicles must have a working kill switch. This must also shut off engine ignition and the electric fuel pump if vehicle is equipped with one.
21. All vehicles must have a working back up light located above or below the kill switch and one in the cab.
22. All vehicles must have working brakes, that can slide all four (4) wheels.
23. No fuel tanks or fuel lines are to be located in the cab.
24. All vehicles must have working neutral safety or clutch switch.
25. Starter interrupter will be installed on clutch pedal, gear shift, or with an inline brake pressure switch.
26. Engine must be in the engine compartment. Movement of the engine must be within the compartment without interfering with the stock position of the radiator.
27. Fuels that will be allowed are:
 - a. Alcohol with tracer
 - b. Racing fuel
28. ALL FORMS OF NITRO METHANE (INCLUDING NITROUS OXIDE AND PROPYLENE) ARE ILLEGAL AS A FUEL OR FUEL ADDITIVE FOR PULLING. BANNING OXYGEN CARRIERS AND COMBUSTION ACCELERATORS.
29. No after market transmissions or transfer cases will be allowed.(examples: Lenco and Profab).
30. Axles can be any style.
31. Fiberglass bodies are allowed with a complete approved firewall with no holes. Fiberglass bodies must have working escape hatch or doors in top or back of the body. If body does

- not have two (2) working doors, then the door glass must be lowered or removed while under the green flag. Escape hatch will not be counted as working door.
32. Naturally aspirated engines only are allowed with 485 cubic inch maximum. (2004).
 33. Carburetion only is allowed. No blowers, nitrous oxide, and no turbos are allowed. Multiple carburetors will be allowed.
 34. Cast iron, after-market heads allowed, must accept stock intake, with exception of small blocks. Small blocks may run any head with stock geometry valve train, maximum of 2.20 valve diameter. Block must be cast iron. Stronger cast iron blocks are acceptable as long as a production head will bolt on. (Example: bowtie, megablock, mopar, or ford).
 35. There will be a maximum of 2,000 Lbs. of moveable weight in the front of the front axle. This includes any item or material whose sole purpose is for adding ballast.
 36. Weight brackets including weights will not extend more than 60" in front of the center line of the front axle. Tow hook not included. Weights must be securely fastened.
 37. Maximum wheel base allowed is 144".
 38. Tires can be no bigger than 31 x 15.5 x 15 Cepek or 109" circumference. Maximum footprint is 19" (2004).
 39. 27.5" footprint of front or rear tires overlap (2006). Can run 33" DOT tires (2007). All new rules will be effective for a minimum of two (2) years. A rule change may be voted on two (2) years after the date in the rule book (2004).
 40. If any gray areas refer to the OTTPA rules but with the exception of the NeTTPA presiding officials and or tech officials or the U.S. puller can make final rulings.
 41. Mandatory engine pump will be done before first hook of each season. Random pumping will be done during pulling season. For a protest pump during season it will be \$50.00 charged (2006), there will be a ten (10) cubic inch give on the pumping. If engine is torn down it must be measured by tech with a zero (0) tolerance.
 42. Weight classes are #6000 and #6500 unless running DOT street tires then it is #6200 and #6700.

4X4 PROSTOCK #6200 RULES

1. Weight class is #6200
2. Naturally aspirated engines only
3. 485 cubic inch limit
4. Engine will be same make as vehicle.
5. Tires will be DOT approved and must maintain original tread pattern. Maximum tire size is 33x12.50. Tires will not track past 50% of front to rear width. NO BARRED TIRES.
6. Vehicle will have stock frame. Air bag suspension is not to be controlled from inside the cab.
7. Vehicle will have 133" maximum stock wheelbase, any body style-including fiberglass with a protective fire wall, one ton maximum front end, any size rear end. No flat bed.
8. Vehicle will be limited to a single "1 piece" carburetor.
9. No alcohol fuel allowed.
10. Use of after-market fuel injection systems is NOT allowed.
11. Vehicle will be equipped with SFI steel bell housing and block-saver plate. Must have shield around the clutch release hole.

12. Vehicle may use any cast iron block not exceeding 4.9 bore spacing. No aluminum blocks. Any after-market head having no more than two (2) valves per cylinder may be used. No hemi-heads. No sheet metal manifolds and no two pieced or removable top tunnel rams.
13. Engine location must be no less than 14" from center line of front axle to front of bell housing flange
14. Hood scoops will be allowed but cannot be functional. Hood perforation will be allowed for exhaust only.
15. Exhaust will discharge vertically or underneath and straight back.
16. Trucks will run steel, magnesium or aluminum flywheels that meet the following criteria:
17. Steel plate or steel billet flywheel will have a tensile strength of 60,000 psi and a yield strength of 40,000 psi
18. Magnesium or aluminum flywheels will meet or exceed former SFI standards 1.1
19. POSITIVELY NO GRAY CAST IRON ALLOWED
20. All U-joints must be covered 360 degrees with 1/8 inch steel or 3/16 inch aluminum having two (2) drive shaft hangers per drive shaft 1/8 inch thick steel or 3/16 inch aluminum 1 inch wide, six (6) inches (maximum) above and below shaft.
21. All drive shafts shorter than 24 inches require one (1) hanger.
22. Automatic transmissions will have a SFI approved blanket or shield.
23. The leading edge of the front weights will not extend more than 60 inches in front of the axle centerline.
24. Rear hitch location will be no closer than 36% of the wheelbase from the center of the rear axle and no more than 26 inches in height. There will be no "L" type hitches or "Camtype" hitches. Hitch angle will be: from point of hook to centerline of point of pull, no part of the angle of the stem (pole) will exceed 25 degrees.
25. Kill switch will be located in the rear of the truck bed without restraint.
26. All other rules will be followed in the general rules and the original 4x4 rules in the NeTTPA rule book. It will also follow the U.S. pullers rule book.
27. This class will run in 2009 and will be reviewed by the 2008 voting members at the 2009 rules meeting, to tailor if needed.

INCLEMENT WEATHER

1. A session of pulling will be called a complete show if one-half (1/2) of the sanctioned classes have been run and all purse monies for that session will be paid for all classes which are considered complete. Any class cancelled after two-thirds of the scheduled entries have pulled shall be considered completed classes for establishing if one-half (1/2) of the classes of a session or entire event have run.
2. Purse money will be paid to those classes, which are completed according to the results of those who have hooked. Those who did not hook in the class will share any remaining purse equally. Purse money per classes that do not compete will be divided equally at the time of cancellation.
3. If less than one-half (1/2) of the session has been completed and the promoter does not refund the gate admission or honor rain checks, the promoter shall pay purse to those entered in the cancelled classes prior to termination on the same formula as above.
4. If less than one-half (1/2) of the session has been completed and the promoter does refund gate money or honors rain checks; purse shall be paid in all completed classes. In classes

where two-thirds (2/3) if those entered have pulled, the purse for that class shall be paid to those that have hooked according to results. Those that did not hook will receive a refund of entry fees. For classes not started, the entry fees will be returned.

5. The promoter and the director of operations shall mutually determine if and when an event shall be stopped because of inclement weather or track conditions.
6. In the event that the promoter adds unscheduled classes, including inclement weather classes, to those already scheduled, the unscheduled or rained out classes will be held following the scheduled classes.
7. Five inclement weather points (equal to hook points) will be given only to those officially entered in each rained out class. If a rained out class is rescheduled on a date other than the originally scheduled pull date, points will be given accordingly.
8. Any class not completed for any reason will be treated as a rained out class. (Refer to above rules.)

SLEDS

1. All sleds must be NASOA licensed and must prominently display a decal denoting the date of approval and licensing. All sleds must be NeTPA approved. NeTPA requires that all weight boxes on sleds must be securely mounted to the frame in all positions with an adequate box mechanical, no hydraulic or air. For complete rules concerning sleds, contact:

The North American Sled Owners Association

Tom Lashmett

Rt. 1 Box 23 8 A

Murryville, la 62668

(217)673-5371