



# **RULE BOOK**

## **2008 - 2010**

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## General Information

1. Each member that is a point collector with Southwestern Ontario Tractor Pullers Association (SWOTPA) will follow the association rules regardless of changes the sponsor/promoter may make.
2. Membership to the Southwestern Ontario Tractor Pullers Association will be \$75 for drivers and \$35 for general members, those who are not driving but want to be in the pits and at track side. There will be a \$25 insurance fee per hook for non-members and those who don't meet class specifications.
3. Membership Fees and Class Prize money will be subject to change upon review of the executive during the three (3) seasons the 2008 Rule Book is in effect.
4. Sanctioned classes are as follows:
  - 6000 lb Modified Farm
  - 7000 lb Modified Farm
  - 8000 lb Modified Farm
  - 9000 lb Modified Farm
  - 9300 lb Super Farm
  - 10000 lb Super Farm
  - 2WD Wheelie Trucks - Class 1
  - 2WD Wheelie Trucks - Class 2
  - 4WD Super Stock Trucks - Class 1
  - 4WD Super Stock Trucks - Class 2

## Event Procedures

1. The classes listed in these rules are the only classes that are sanctioned by SWOTPA for points.
2. Vehicles are limited to two classes for collecting points and prize money.
3. Number system of each competitor will be as follows: the first

two (2) digits in the number will be the weight class and the last two digits will be the order in which the competitor will pull. For example: 6004 means the 6000 lb Modified Farm class and the 04 means the 4<sup>th</sup> position. Number should be placed on the left side of the tractor.

4. The driver to register will draw for positions.
5. Each vehicle may only be entered by one driver per class.

## Points

1. Points will be calculated in this manner.
  - a. Each member will receive:  
Hook Points - 10 points (must move the sled a measurable distance) + Place points
    - i. 1<sup>st</sup> - 20 points
    - ii. 2<sup>nd</sup> - 19 points
    - iii. 3<sup>rd</sup> - 18 points
    - iv. 4<sup>th</sup> - 17 points
    - v. 5<sup>th</sup> - 16 points
    - vi. 6<sup>th</sup> - 15 points
    - vii. 7<sup>th</sup> down at 1 point decrease per place.
  - b. If there are more than 20 competitors in a class, this will be adjusted accordingly in all weight classes for that pull.
2. Points will be calculated in the position the member places, excluding any non-member which may place in-between (i.e. member 1<sup>st</sup>, non-member 2<sup>nd</sup>, member 3<sup>rd</sup>: member in 1<sup>st</sup> place will get points for first place and member placing 3<sup>rd</sup> will received points awarded to get 2<sup>nd</sup> place points only, excluding the non-member.
3. Members will begin collecting points with the first pull after a competing membership has been paid.
4. In the event of a tie at the end of the year, calculating will be

done as follows: calculating the total distance for the year will break the tie. The vehicle calculating the farthest will move ahead of the other puller.

5. Each puller will be granted one (1) grace hook per class per year. The lowest points for that event will not be counted in the year-end total. Example: if there are 14 sanctioned classes, the lowest of the 14 event point placings will be discarded and points standings will be calculated based on 13 events.

### Contest Operations

1. All vehicles are to have a legal operator in the driver's seat when being started and while running.
2. All pulls will operate with two flagmen. The starting flagman will be responsible for the readiness of the track, the vehicle, and the competitor up to the 100' mark, ensuring a tight chain and giving the green flag. The second flagman will be responsible for the remainder of the track, giving the red flag and will be the track official unless otherwise stated.
3. Each hook is to begin with a tight chain and a green flag.
4. When the flagman raises the red flag, the competitor **MUST STOP IMMEDIATELY**, irregardless of whether the sled has stopped moving or not.
5. While being hitched or unhitched, all competitors are to be in neutral or park and the driver **MUST** indicate this has been done by raising the hands.
6. The first competitor of each class may choose to hook again. If so, the competitor will go to the 3<sup>rd</sup> or last pulling position and the first hook will not be counted. The decision to hook again must be made **BEFORE** the vehicle is unhitched from the sled by informing the track official. **IF PULLER DOES NOT LET TRACK OFFICIAL/ANNOUNCER KNOW**

**WHETHER HE OR SHE IS KEEPING THE HOOK OR NOT, PULLER WILL FORFEIT THE CHANCE TO PULL AGAIN.**

7. During a pull off you can only pull in the position you finished in the class to get into the pull off. **YOU MAY NOT DROP.**
  - a. When in a pull off, there will always be a floating finish, unless otherwise instructed. Check with a track official to determine the distance. Your pull will not end at the 300' marker.
  - b. One attempt only.
8. Drivers are required to remain seated at all times while pulling with seat belts on.
9. The driver is the only one allowed on the vehicle while pulling or while moving in the pit area.
10. When a class is called each competitor in that class will line up in the staging area after being cleared by the scale operator and will not leave this staging area until your pull is complete. If for any reason you have to leave the area, you will have to be cleared through the scale operator again.
11. If the laser beam is accidentally cut off before the final reading is taken and the sled has been moved, the competitor will be required to pull again.
12. If in the middle of a class, we have rain changing the conditions of the track, the entire class will start over.
13. **NO ALCOHOLIC BEVERAGES** will be allowed in or around the track, nor will there be any tolerance for drinking before driving on the track.
14. **ALL CLASSES**, excluding vintage and out-of-field tractors require a helmet while pulling.

15. Any puller caught going over idle speed while in the pit area will be disqualified and asked to load his/her pulling vehicle. SEE DISQUALIFICATION RULES #1. This also applies to any vehicle that pullers or part of their team is using in the pits.
16. A 20-pound fire extinguisher is to be readily available in the track area.
17. Spectators are NOT to be on or crossing the track when a pull is in operation.
18. All spectators are to be back at least 35' from the edge of the track. Track must be at least 35' in width

### General Rules - All Divisions

1. All vehicles must have working brakes, clutch housing safety blanket, air shut off, fuel shut off, 3" reverse light, neutral safety switch, electrical power shut off accessible to track official on the left-hand side of vehicle.
2. All vehicles in the **Modified Farm** and **Super Farm** classes will require an additional inner side shield made of 1/8-inch steel or titanium or 1/4-inch aluminum inside the current side shields. This shield is independent of the current side shields and must be attached to the vehicle frame using a minimum of 5/16 inch fasteners at both ends and the centre on the bottom and to the engine block at both ends (bolted solid or with a length of 5/16 inch chain) at deck height on the top. This shield must extend from the bottom of the head to the centerline of the crankshaft and extend the full length of the block on each side of the engine.
3. The "D" hitch is to be rigid and mounted solidly to the frame. No side-to-side movement, must be solid and cannot be fastened to wheelie bar. No top links allowed.
4. "D" hitching device: diameter of the hole, round or square, is

a minimum of 3" wide and 3-3/4" long. From the rear point of the hole to the rear point of the hitching device is a maximum of 1-1/2".

5. The hitch point must be clear and visible for hooking up the sled.

### Mandatory Safety Equipment

These items are required on all vehicles in sanctioned classes.

- Fire extinguisher
- Kill switch for ignition and electric fuel pump
- Reverse light
- SFI Fire suit of with applicable rating for class and type of fuel used; SFI Fire gloves, fire boots and balaclava.
- Neck brace for any driver of a vehicle using a roll cage and/or 5-point harness
- Helmet - Rated Snell 90 or better

### Disqualification Rules

1. Competitor not operating in a safe manner at all times while on the grounds.
2. Consumption of alcoholic beverages PRIOR to pulling.
3. Any vehicle that touches the white chalk boundary while pulling.
4. Loss of ballast weight or equipment under the green flag.
5. Excessive loss of fluids or liquids while pulling unless due to an internal breakage. (Excessive is defined as any steady or intermittent stream discharged on the track or a spot equivalent to more than 8" in diameter.)
6. If a track official reports a complaint of unsportsmanlike conduct to the association and the complaint is found valid,

the puller(s) will forfeit accumulated points and will be suspended for the rest of the season.

### Protest Procedures

1. The protest fee is \$500.
2. The protest may be put forth by an individual or group, but **all** protestors must be members of that class.
3. Members will have 30 minutes from the time the vehicle being protested completes their hook, to complete the Protest Form available from the secretary-treasurer and present the completed form with the protest fee to the head track official.
4. The head track official shall notify the president, vice-president or secretary-treasurer that a protest has been entered. The head track official will also be responsible for forwarding the protest fee to the secretary-treasurer.
5. The executive will review the protest. The protestor and the protestee will be notified of the decision verbally within 7 days and in writing within 10 days.
6. If the protest is found to be valid, the protest fee, less the cost of any required inspection and applicable fees for inspection, shall be awarded to the protested member.
7. If the protest is found to be invalid, the protest fee, less the cost of any required inspection and applicable fees for inspection, shall be returned to the protesting member or members.

### Light Modified Farm Stock Rules

**Class Representative:** Doug Ruston  
**Drawbar Height:** 20 inches  
**Drawbar Length:** 18 inches  
**Maximum Weights:** 6000 pounds maximum  
7000 pounds maximum

**Prize Money:** 6000 lb - \$450 (with a minimum of 3 tractors)  
7000 lb - \$450 (with a minimum of 3 tractors)

Modified Farm classes will run at 6000, 7000, 8000 and 9000 lbs. These weights will include the 200 lbs. moveable weight. Four-cylinder tractors are able to weigh over the maximum weight by 300 pounds.

1. Tractors in the 6000/7000 pound classes must have any Agricultural vehicle engine block. Must remain same manufacturer (ie: John Deere tractor, John Deere engine), no crossing of manufacturer lines. NO truck engines.
2. Tractor exhaust systems must be vertical. Turbo tractors with no muffler must have two (2) 3/8, grade 5 bolts in horizontal position through the exhaust pipe as close to the turbo as possible. Bolts are to be installed at 90 degrees and within 1-inch of each other.
3. Tractor drawbars are to be 20" from the top of the hitching device to the ground. The minimum drawbar length is 18" from the centre of the rear wheel to the point to the hook.
4. Fuel pumps are to be limited up to a P-series only.
5. In the 6000/7000 lb. classes all gas tractors will be allowed one carburetor, any size, **OR** mechanical fuel injection. Gasoline fuel only for pressurized applications.
6. Fuels allowed:
  - a. In a pressurized application either diesel **or** gasoline may be used.
  - b. In a non-pressurized application, alcohol may be used.
  - c. No secondary fuels of any type.
7. Tractors will be allowed to use water-soluble oil for cooling

purposes. No secondary fuel allowed to be injected with water/oil mix.

8. All extra weights are to be securely fastened on brackets. Weights are allowed behind the rear axle but cannot protrude beyond the rear tires or interfere with the hitching apparatus and only if used with wheelie bars. Rubber tarp straps are not to be accepted as tie downs.
9. All tractors running at 3500 RPM or over must have steel flywheel and approved 6-strap clutch blanket.
10. Compressor inlet measurement to be measured at the face of the wheel, a maximum of 2.5" Tips of wheel must protrude 1/8" (0.125") into 2.5" opening.
11. Intake/exhaust manifolds are to be stock. Intake/exhaust with turbo mount provisions for all *engines*.
12. Intercoolers are permissible but must be stock application to circulate engine coolant as intended by manufacturer.
13. Engine size: Engines must not exceed stock 400 cubic inches for **the 6000 and 7000 lb. classes**. (i.e. No stock engine with manufacturer cubic inch larger than 400 cubes will be allowed.)
14. Narrow front-end (tricycle) IS NOT PERMITTED.
15. Any wide front end is permissible providing it is of sufficient strength.
16. Maximum rear tire size to be 24.5" x 32" cut tires are permitted.
17. Map width enhancement of turbo allowed but cannot be altered.
18. Donut reducers must be welded or locktited in place, no set

screws.

19. If tractor is fitted with tube frame must have ladder bars.
20. MANDATORY Safety requirements for all tractors
  - Three-way dump valve for diesel tractors
  - Side shields, including inner secondary side shields - see General Rules, All Divisions)
  - Air shutoffs for diesel tractors
  - 6-strap Clutch blankets (no car blankets)
  - Exposed turbo chargers must be covered with minimum 0.060 thick steel
  - Roll cages (3-bar for all tractors)
  - 5 point harness
  - Detachable steering wheel

#### **Heavy Modified Farm Stock Rules**

**Class Representative:** Brent Marchand

**Drawbar Height:** 20 inches

**Drawbar Length:** 18 inches

**Maximum Weights:** 8000 pounds max. (ready to hook)  
9000 pounds max. (ready to hook)

#### **Prize Money:**

8000 lb - \$450 per class (with a minimum of 3 tractors)

9000 lb - \$500 per class (with a minimum of 3 tractors)

Modified Farm classes will run at 6000, 7000, 8000 and 9000 lbs. These weights will include the 200 lbs. moveable weight. Four-cylinder tractors are able to weigh over the maximum weight by 300 pounds.

1. Engine/chassis must remain same manufacturer (ie: John Deere tractor, John Deere engine), no crossing of manufacturer lines.
2. Tractor exhaust systems must be vertical. Turbo tractors with no muffler must have two (2) 3/8, grade 5 bolts in horizontal position through the exhaust pipe as close to the

- turbo as possible. Bolts are to be installed at 90 degrees and within 1-inch of each other.
3. Tractor drawbars are to be 20" from the top of the hitching device to the ground. The minimum drawbar length is 18" from the centre of the rear wheel to the point to the hook.
  4. Fuel pumps are to be limited up to a P-series only.
  5. Stock fuel only. No secondary fuels of any type.
  6. Tractors will be allowed to use water-soluble oil for cooling purposes. No secondary fuels to be injected with oil/water mixture.
  7. All extra weights are to be securely fastened on brackets. Weights are allowed behind the rear axle but cannot protrude beyond the rear tires or interfere with the hitching apparatus only with the use of wheelie bars. Rubber tarp straps are not to be accepted as tie downs.
  8. All tractors running at 3500 RPM or over must have steel flywheel and approved 6-strap clutch blanket.
  9. Compressor inlet measurement to be measured at the face of the wheel, a maximum of 2.5" Tips of wheel must protrude into 2.5" opening.
  10. Intake/exhaust manifolds are to be stock. Exhaust with turbo mount provisions for all engines.
  11. Intercoolers are permissible but must be stock application to circulate as intended by manufacturer.
  12. Engine size: For classes 8000 pounds and up, engines must not exceed stock 515 cubic inches.
  13. Narrow front-end (tricycle) IS NOT PERMITTED.

14. Any wide front end is permissible providing it is of sufficient strength.
15. Maximum rear tire size to be 24.5" x 32" cut tires are permitted.
16. Map width enhancement allowed but cannot be altered.
17. Donut must be welded or locktited in place, no set screws.
18. If tractor is fitted with tube frame must have ladder bars.
19. MANDATORY Safety requirements for all tractors
  - Three-way dump valve for diesel tractors
  - Side shields, including inner secondary side shields - see General Rules, All Divisions)
  - Air shutoffs for diesel tractors
  - 6-strap clutch blankets (no car blankets)
  - Exposed turbo chargers must be covered with a minimum 0.060 steel
  - Roll cages (3-bar for all tractors)
  - 5 point harness
  - Detachable steering wheel

## Two-Wheel Drive Truck Rules

**Class Representative:** Jack Urquhart  
**Drawbar Height:** 30 inches  
**Drawbar Length:** 18 inches  
**Maximum Weight:** 6200 pounds maximum  
**Prize Money:** \$350 per class (when 2 classes are sanctioned with a minimum of 3 trucks per class)

1. Trucks will follow National Tractor Pullers Association (NTPA) rules as follows.
2. No blowers allowed.
3. No alcohol allowed.
4. Trucks must be naturally aspirated, carburetor only, maximum two (2).
5. A safety inspection will be mandatory before being allowed to hook to the sled.
6. All trucks must have the same engine that matches the make and model of body.
7. Trucks will pull 6200 pounds including the 200lbs movable weight.

*The following is reprinted from the*

### **A. Body/Chassis**

1. The maximum length of the vehicle is no more than 15 feet from the centerline of rear axle to forward-most portion of the vehicle including weight racks.
2. The 15-foot from centre 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. Tow

hook to be consistent with 15-foot rule.

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 centre of the front wheel well forward of front wheel. Maintain minimum of 2 inches of complete original type wheelhouse forward of front wheel. Must be able to see forward most part and reward most part of tire from a side view.
6. Maximum width of vehicle is 8-feet.
7. Weights are not to extend forward to a 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 fibreglass 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. Fibreglass hood scoops, spoilers, fender flares are allowed.
  - b. Allowed to use stock appearing pickup truck and van fibreglass 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 single latch design, allowing the door to be opened from both inside and outside.
19. Flip-to-body type vehicles and vehicles that do not have two (2) working doors must have door glass lowered or removed while under green flag.
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 is to be a minimum of 24-inches from the ground. Bumper to extend a minimum of 8-inches vertically.
23. Hood line variance: original hood line should be kept and a 3-inch maximum clearance opening will be allowed for speed equipment.

## 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 effect slave cylinder for clutch pedal.)

## C. Driveline Shielding

**Without planetary rearend:**

1. If planetary rearend is not used, transmission to final drive must be like FWD trucks.
  - a. Vehicle must have three (3) round metal loops shielding on each drive shaft (two-piece drive shaft must have six metal loops).
  - b. 360 degree loop must be a minimum of 3/8-inch aluminum or 5/16-inch steel, 3/4-inch wide (or wider) and not more than 2-inches from the shaft in any direction.
  - c. End loops to be placed no farther than 6-inches from universal joints, with third loop in centre of shaft.
  - d. May use solid tube (3/8-inch aluminum or 5/16-inch steel) to meet the above requirements.
2. Drive shafts between engine and transmission must have solid shielding a minimum of 3/8-inch aluminum or 5/16-inch steel.
3. Vehicle must have 360-degree metal shield around the universal joints, 3/8-inch aluminum or 5/16-inch steel,

minimum width 6-inches.

**NOTE:** If a split design is used, mount as in rule 6:a above

4. Axle and hub bolt shield required, except where planetary final drives are used.
  - a. Shield must be at least 0.060-inches 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 hole may be installed in centre of front shield so lock can be operated, so long as hub end or axle bolts are covered.
5. No counter balancers permitted in driveline.

**With planetary rearend:**

6. If planetary rearend is used, transmission to final drive must use Modified tractor shielding.
  - a. All remaining drive train, excluding additional manual transmissions, must be enclosed in 5/16-inch minimum steel or 3/8-inch aluminum, round inside diameter not to exceed 2-inches more than outside diameter of the largest universal joint, fastened every 6-inches or closer, with 3/8-inch or large bolts (Grade #5), or butt and seam welded, and securely mounted to vehicle's frame. Applies to all vehicles with exposed drive shaft. No more than 1/4-inch of end of driveline shall be visible with driveline shielding in place.  
**NOTE:** If U-joints are used in any drive shaft 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.

b. All TWD vehicles engine/automatic transmission, combinations must have either:

(i) two front engine mounts

(ii) *two rear engine mounts and a support saddle at rear of engine, with 1/2-inch clearance and a mount at rear of transmission.*

**NOTE:** *This is to prevent engine or transmission from dropping if breakage occurs.*

7. TWD vehicles with a drive shaft of 60-inches or longer must have a minimum 2-inch nylon strap in the middle of that span to secure the drive shaft shield to the frame.

**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 eight (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted.
  - a. A limit of 575 cu. in. and two valves 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 started with crankshaft drive, rear of engine block may not be moved forward of centre line of front axle.
5. No pressurized systems.

6. 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.

**E. Frame**

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 of 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 rearmost 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-most 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 1/2-inch larger than control.
2. Vehicles that do not have working doors must carry an onboard halon fire system with a minimum of three (3) nozzles located within the driver’s compartment/engine compartment.
3. Flip-top or funny-car type vehicles must have body in lowered position before the vehicle may be moved under its own power.
4. Flip-top type bodies must have a safety lock to hold up the body.
5. Body may be raised to start engine and may stay in raised position while engine is running as long as vehicle is not in motion.
6. 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.
- d. If fuel tank is located behind the driver, a fire barrier is required from the firewall to the rear of the driver's seat. (0.060-inch aluminum or steel is acceptable fire barrier material.)

## H. Tires

- 1. *Maximum tire size is 18.4x16.1* with a maximum of 143-inch circumference when mounted on an 18-inch rim and inflated to 28psi. The ground patch is not to exceed 19-inches based on original tread.

## Four Wheel Drive Super Stock Class

<b>Class Representative:</b>	Dave May
<b>Drawbar Height:</b>	24 inches
<b>Drawbar Length:</b>	34% of the wheelbase
<b>Maximum Weight:</b>	6000 pounds maximum
<b>Prize Money:</b>	\$300 per class (when 2 classes are sanctioned with a minimum of 3 trucks per class)

NOTICE: These rules are intended to effectively be the same as the rules for the 4x4 Super Stock Trucks for Great Lakes Truck and Tractor Pullers Association (GLTPA) and Central Ontario Tractor Pullers Association (COTPA). Any 4x4 Super Stock truck built to meet GLTPA or COTPA rules can be expected to meet these rules, and will be permitted to pull in 4x4 Super Stock at SWOTPA events provided the pulling fee is paid, or the driver buys a membership in SWOTPA, and the vehicle passes SWOTPA technical inspection. Conversely, it is expected that any truck built to these rules, will be able to compete at GLTPA and COTPA events subject to technical inspection by those clubs. This does not guarantee that any particular vehicle will meet the rules or be permitted to compete. It is the sole responsibility of any individual intending to compete a truck in 4x4 Super Stock at any of these events, to ensure that they meet all the requirements of that particular event.

No changes to these rules will be entertained until January 1, 2011, except as follows:

- a) Changes to harmonize with GLTPA or COTPA, provided they do not contravene any safety rules of SWOTPA. (2008 is a rule change year for those clubs as well as SWOTPA. This statement is to allow for changes that the SWOTPA rules have missed, due to different scheduling of rule change meetings at the 3 clubs).
- b) Other new changes by GLTPA and/or COTPA prior to January 1, 2011. Any such changes shall be reviewed and approved by majority vote by SWOTPA Executive and 4x4 Super Stock class members.
- c) Any safety rules deemed necessary by SWOTPA.

*Note: Name of class is changed from Four Wheel Drive Stock to **Four Wheel Drive Super Stock***

- i) All vehicles must meet all applicable "SWOTPA General Rules" in addition to the rules below.
- ii) Total weight of vehicle, "ready to pull", shall not exceed 6000 pounds. "Ready to Pull" means complete with all required safety equipment, fuel for the pull, moveable weights and driver complete with all required safety apparel.
- iii) Only SWOTPA members will collect points.
  1. After market manifolds, carburetors and headers are allowed. Roller camshafts and roller tip rocker arms are allowed.
  2. Must be naturally aspirated with single carburetor (venturi type). No fuel injection. Alcohol is allowed. No pressurized fuel. No diesel engines.
  3. Inside the frame headers, pipes must exit vertical behind the cab. Outside the frame headers can exit straight, behind the cab or turndowns to be directed within two (2) feet of the outside body of the vehicle. Vertical headers must be within 10 degrees of plumb.
  4. Weight boxes or weight bars must be securely fastened. No portion of the weights to extend forward more than 60 inches from the centerline of front wheels.
  5. Lateral bars are only allowed on leaf type suspension. Coil suspension must have coil located over the centerline of axle with radius arms not to exceed 30 inches in length. Frame rails shall be OEM only. No scissor type frames allowed. No tubular frames are allowed (except OEM). All frames shall be automotive style only. All trucks must have a working suspension comprised of factory production style springs.
6. All suspension spacer blocks must be factory production design located between the axle and the springs and must be a maximum of 8 inches in length.
7. Hitch to be connected to the frame only, and shall be rigid in all directions. Height is to be a maximum of 24-inches from the top of the hitching device to the ground. Hitch length must be a minimum of 34% of the wheelbase and measured from the centerline of the rear axle to the hook point. Hitch must not exceed 30° angle from horizontal.
8. Engine mounts can be stock type or solid. If stock type mounts are used a 3/8-inch engine chain or plate (min. 2" by 1/4") is required on drivers side only. Chain or plate shall be mounted so as to prevent excessive rotation of engine in the event that a motor mount breaks. The centerline of the 2<sup>nd</sup> spark plug hole from the front of the engine on the drivers side shall not be located forward of the center line of the front axle.
9. No aluminum blocks or heads (cast iron or steel only).
10. Drop box transfer cases are not allowed. Production type transmission and transfer case only.
11. Tires must be D.O.T. legal and stamped D.O.T. and not cut or shaved in any way. No bar to tractor lug design allowed. Tires must be a maximum of 35 inches in diameter.
12. Limited to 526 CID (cubic inch displacement) engine size.
13. All driveshaft "U" joints must have protective covers made out of 1/4-inch steel or 3/8" aluminum. Covers must completely encircle the U-joint and cover the full length of the joint. Rear driveshaft must have at least one safety loop approximately mid-way between front and rear "U"-joint. Safety loop shall be a minimum a 1" wide and 1/4" thick.

14. Backup lights must be functional and operate as designed by the manufacturer. No manual backup light switch devices are acceptable. Rear killswitch must disable the ignition and electric fuel pumps.
15. Standard transmission must be used in conjunction with a steel bell housing, complete with commercially available or 3/16 inch block plate and 90 thou thick liner recommended. Clutch and flywheel must be SFI approved. All clutches, flywheels, bell housings and engine flex plates must be inspected annually by a licensed tech official.
16. Automatic transmissions must have SFI approved flex plate and use full blankets properly installed from front to back. Blanket shall extend from back of the block to the rear of the planetaries. SFI approved steel or aluminum flexplate cover combined with SFI approved steel or aluminum transmission cover is acceptable in lieu of a blanket.
17. All trucks must have neutral safety switch.
18. Harmonic balancer must be SFI approved or covered with 1/4 inch thick steel or 3/8 inch aluminum shielding covering entire balancer circumference.
19. No engine driven fan blades.
20. Side shields 1/8 inch steel or 3/8 inch aluminum to cover the entire block that the frame doesn't.
21. Must use complete steel body. No fiberglass bodies are allowed. Fiberglass panels eg. doors, fenders, box panels and hoods are allowed.
22. Trucks with lift bodies must have the body in lowered position before vehicle can be moved under it's own power. Lift bodies must have a safety lock to hold up the body.

23. Rear axle shields are mandatory on all Super Stock Trucks. Shields must be at least 0.060 inches thick. Shields must cover minimum diameter of axle end.

### **Super Farm Class**

- Class Representative:** Orville Couture  
**Drawbar Height:** 20 inches  
**Drawbar Length:** 18 inches  
**Maximum Weight:** 1<sup>st</sup> class - 9,300 pounds  
 2<sup>nd</sup> class - 10,000 pounds

### **Prize Money:**

- 1<sup>st</sup> class - \$1500 with a minimum of 3 tractors in class  
 2<sup>nd</sup> class - \$500 with a minimum of 3 tractors in class

1. The Super Farm class will run as per NTPA rules.
2. The following exceptions apply for tractors that will only be pulling the SWOTPA circuit
  - a. The rollcage and mounting must be NTPA certifiable but does not have to be NTPA certified.
  - b. The skid plate as described in the NTPA rule book will not be mandatory.
  - c. Blankets must be certifiable (see page 52 in the 2008 NTPA Rule Book - top of page - *Clutch*).
3. Clutch and flywheel must be inspected annually.

*The following are the rules reprinted from the 2008 NTPA Rule Book*

### **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 inches (even if OEM model is farther forward more than 60 inches, 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 NTPA Technical Services before the tractor in question will be considered a legal NTPA entry.  
**Note:** The criteria used by the board 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 inches (center of front spindle). Maximum distance from centerline of rear axle to furthest point forward: 13 feet.
12. One piece engine main cap bearings allowed. One piece main cap not considered a girdle.

### **Engines**

1. No engine larger than 640 cid. (+ or - 1 percent)
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.

- e. If a OEM intercooler manifold is used it must be disconnected from all cooling means.
- f. No CO2 or other means fo 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 (i.e. Cat engine, Cat exhaust manifold). Fabricated adapter pipes from OEM exhaust manifolds on cylinder heads to turbo manifold section allowed.  
**Note:** *This doesn't change anything for the 6 cylinder engines.*

5. Turbo

- a. Exhaust bolt pattern no larger than 2.750 inches by 3.5 inches, or 69 mm x 88 mm.
- b. No altering of a housing to accommodate a smaller base; e.g., T-18A95 with a small base welded to it.
- c. Turbo, spacer/adapter plate (between Turbo and exhaust manifold) may be a maximum of 3 inches 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 is 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 wheels 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 turbos.
- 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. Air pipe from turbo to intake manifold must be routed in shortest path possible.  
**Note:** Before competing, all Super Farm turbos must be disassembled by the competitor for certification by NTPA designated licensed officials. Competitor must reassemble turbo in front of inspector before

turbo will be certified. Turbo assembly will then be sealed on intake and exhaust side with NTPA seal. NTPA seal must be in place before being allowed to compete.

**Note:** If turbo seal(s) is broken and disassembled for any reason (repair or maintenance) NTPA Tech Official must inspect and certify both intake and exhaust sides of turbo at same time and reseal before being allowed to compete again.

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

### **Tires**

Maximum 48 lugs allowed on 24.5x32 with a maximum of 210-inch circumference, when inflated to 10 psi. Tread width not to exceed 25 inches.