

SWOTPA RULES - 2008 TO 2010

Super Farm Class

Class Representative:	Orville Couture
Drawbar Height:	20 inches
Drawbar Length:	18 inches
Maximum Weight:	1 st class - 9,300 pounds 2 nd class - 10,000 pounds
Prize Money:	1 st class - \$1500 with a minimum of 3 tractors in class 2 nd 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 rollage 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

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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 for 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

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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.