

Rules

2016 Rules

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General Rules:

- Competitor shall be 16 years of age with a valid driver's license and parent/legal guardian must sign a waiver if under 18 years of age.
- Front weights not to exceed 60 inches from centerline of front axle.
- Hitch length minimum of 36% of wheelbase and no more than 20 degrees of incline measuring from the center of rear axle back. Also hook point must be rearward of original stock location (bed floor) except where noted per class.
- Hitch height is 26 inches (except where noted). Hitch must be rigid in all directions. No trick or floating hitches. Measures from 1st solid point, clevis is not part of the hitch.
- Hitch opening must be at least 3" x 3 1/2".
- At least 50% of the front and rear tires must track inline.
- No nitrous oxide or pressurized fuels with exception of factory injected vehicles.
- You pull as you weigh no rearranging of weights or any adjustments can be made after weigh in.
- If changes are made after weigh in, truck will be disqualified.
- Every truck will be weighed and hitch measured before each pull.
- If any weight falls off the truck or touches the track during the pull you will be disqualified.
- If any part of your truck goes out of bounds during the pull you will be disqualified.

- Any truck disqualified will lose their entry fee.
- Puller must be on site and inspected before their class begins.
- Truck must pull in assigned position within 3 minutes of class called. Officials may reposition.
- First puller of each class has the option to re-pull in the last position. Decision must be made before the vehicle pulls away from the track.
- Each puller will be allowed two attempts to make a measurable pull. If the sled moves past 100 ft. the pullers distance will be official.
- Any pull of 300 ft. or more is considered a full pull. All full pulls will have pull offs. When a pull off occurs it will be an open gate. On shorter tracks it will be determined what footage is a full pull before the event starts.
- At each event it will be determined if an open gate will be run. (Before event starts)
- Vehicle can only pull once in each class for payout and points (if applicable). The vehicle may pull a second time, but it will be an exhibition pull only. No point or payout for the 2nd
- Eligible vehicles that can compete in more than one class are encouraged to do so. You can only receive points in class that you are a full member of. If you want to pull in 2 different classes for points, you must have two full memberships. One for each class
- Any odd or questionable modification must be approved by an official.

- The drivers meeting will be 30 minutes prior to the scheduled start time of the pull.
- All drivers must be signed up prior to the drivers meeting. Any driver signing up after the start of the drivers meeting will pay \$30 per hook.
- All vehicles must have their class designator and number on the passenger's side of the windshield. The designators are: S/G – Stock Gas; S/D – Stock Diesel; S/St – Super Street; S/S – Super Stock; 2WD – Mod 2wd; H/R – V8 Hot Rod Tractors; P/St – Pro Street; 2.5 – 2.5 Diesel; P/S – Pro Stock; Open – Pro Modified, Pro Diesel, Diesel Tractors, Open.
- **All decisions by officials are final, persistent arguing can be grounds for disqualification.**

General Safety Rules:

- No batteries or fuel in cab including gauges.
- Fire extinguisher in cab, or on the tractor, and in working condition must be within reach of driver.
- Kill switch will have a 2" diameter ring to accept sled kill switch cable. It shall be located above and center of hitch. It must shut off engine and electric fuel pump.
- Driver to wear a lap belt (Minimum)
- Driver to wear fire suit (jacket/pants or 1 piece suit) & helmet (not required in Stock gas or Stock diesel classes).
- Driver will abstain from alcohol before and during pull.
- Driver will not leave vehicle running unattended.
- Driver will operate vehicle in a safe manner at all times. NO Hot rodding!
- Driver will take hands off steering wheel and put them in the air while sled is being hooked and unhooked.
- No passengers in vehicle while competing.
- Aftermarket electric gas fuel pumps in any class must have kill switch located above and center of hitch.
- All trucks must have a working door.
- All gas trucks must have inner fenders or shields which spark plug covers. Shields must be a minimum of 1/16" steel or 1/8" aluminum.
- All u-joints must have a shield constructed from 1/4" thick steel or 3/8" Aluminum. Each drive shaft will have at least one loop constructed from 1/4" thick steel or 3/8" Aluminum.
- Vehicle must have at least one working reverse light.
- Vehicle must have working brake system.
- Vehicle must have a front tow hook to pull off purposes. The tow hook is not included in the 60" measurement if hanging front weights.
- Any additional weight added must be secured.
- NO additional weight allowed in the cab.

Classes:

Stock Gas Class

- Must have current license and insurance.
- No suspension blocks or ladder/traction bars.
- Truck can not weight more that 6500 lbs. If a contestant wants to pull is over 6500 lbs, they can pull for exhibition, but will not be able to collect payout or points.
- Complete cab interior.
- Pump only gas.
- Complete exhaust.
- The MPA board has the final decision if the truck qualifies for this class.

Stock Diesel Class

- Must have current license and insurance.
- No suspension blocks or ladder/traction bars.
- Complete cab interior.
- Diesel fuel only.
- Stock receiver hitch.
- Dual wheels allowed if it came from the factory that way.
- Complete exhaust.
- No added weight.
- The MPA board has the final decision if the truck qualifies for this class.

Super Street Class 4×4 – 5800 & 6200

Note: This is an entry level class, the MPA board has the final discretion when/if a truck needs to move up to the next class.

(Similar to IAMO rules)

Body & Frame:

- Body and frame must be of O.E. manufacturer. I.E. Ford body on ford frame, GM body on GM frame, Dodge body on dodge frame and so on. Must have rear drum and backing plates on rear axle but brakes are not required to function.
- Must be steel full bodied truck unless factory equipped with non- steel body panels from the factory and must match make, model and year of truck. NOTE: Tilt nose or removable front clips are not allowed.
- Steel flatbeds are allowed. No aluminum flatbeds allowed.
- Truck must run full interior, factory dash and door panels required.
- Front bumper must be in stock location and of O.E. design and unaltered.
- No hanging weight beyond the foremost edge of factory bumper. Factory OEM style non fabricated grill guards are allowed.
- No cut beds. Removable bed covers are allowed.
- Rear bump stops are allowed. Must have a tow off hook accessible on front of pulling vehicle.
- HOODS/ HOOD SCOOPS: Scoops are required on all trucks with carburetors and air cleaners through the hood. Scoops must be closed if facing forward.

- Electric over-hydraulic steering can be ran but must run factory gear box and drag links and no hydraulic cylinder on front axle.

Drivetrain:

- 33×12.50 or 305×70 tire size on any rim diameter max. No cut tires.
- 10 in wide wheel max.
- 8 lug per wheel max.
- Dual or single disc clutches can be run. Must be SFI approved. Cannot be self-engaging. No crower glide clutches allowed.
- Dana 60 front axle maximum.
- OEM Transmissions, transfer cases, and rear axle must be of a maximum 1 ton design. No homemade or sheet metal rear axles allowed.
- No “CUT” or custom transmission or transfer case gears allowed.

Engine:

- Engine size is limited to 475 cu in. Zero tolerance. Only OEM automotive production 1 ton or lighter cylinder blocks are allowed, no aftermarket blocks of any type.
- Engine must be in the stock location and no motor plates of any kind are allowed.
- Only one 4150 based bolt patterned carburetors allowed. Dominator pattern carburetors are not allowed. 850 CFM maximum. Pulling vehicle owner/operator must be able to provide identification of such carburetor. Factory style fuel injection allowed but must be correct to make, model and year of truck. Predator carburetors are allowed.
- A maximum of 2 1/4 with gasket spacer is allowed between the top of intake manifold and base of carburetor.
- Dual plane intake manifold required. Air gap intakes are allowed. No homemade or single/open plane manifolds allowed.
- OEM cast iron cylinder heads required. No aluminum or non-ferrous alloy heads allowed unless factory equipped for make, model and year of truck. Small block powered trucks with a maximum of 410 cubic inches may run aftermarket stock valve angle iron cylinder heads with stock intake bolt pattern. NOTE: OEM casting numbers must be easily visible at time of tech inspection. Removal of any and all parts to view these numbers may be necessary or required to complete the required inspection.
- Aftermarket ignition allowed. No crank triggers or magnetos unless factory equipped.
- Headers allowed, exhaust must be 18 in. behind cab, no side exit.
- Aftermarket electric water pumps and cooling fans are allowed.

Fuel:

- No methanol, nitro-methane, E85, diesel or propane allowed. No blending of fuels and NO Nitrous oxide.
- Aftermarket fuel pumps allowed.

Suspension:

- Must have working front and rear suspensions when blocks are not installed. Leaf springs CANNOT be welded.
- No ladder bars, non- factory link style suspensions, log chains, cables on front or rear other than OEM

Pro Street Class 4×4 – 5800 & 6200

Body & Frame:

- Trucks must be a street appearing vehicle.
- Any added weight must be securely fastened.
- Weight bracket for higher class must be bolt on and not mounted in place in for this class.
- Must have complete OEM body. No cutting of bed floor allowed. Holes for routing fuel lines and battery cables are permitted.. Tailgates and rear bumpers are optional.
- Must run factory original style front bumper mounted in stock location. No added grill guards or bumper guards.
- Any added weight must be securely fastened behind bumper and grill.
- Must retain lights, lamps and windows.
- 133” wheelbase.
- Must have full length OEM frame rails.
- No exposed holes in hood.

Drivetrain:

- Pickup 1 ton drive line or less.
- Must have braking with at least 2 tires.
- Transmission & transfer case housings must be OEM stock.
- DOT street legal tires only, no modifications, cutting or altering.
- Clutch must be street-able pedal operated, slipper clutches allowed.
- All trucks must have SFI approved balancer or 180 degree lower shield with 3-tab retainment.
- All trucks running automatic transmissions must have SFI approved blanket and flywheel shield.
- All trucks must have SFI approve bell housing.

Engine:

- Aluminum intake, headers and other performance engine modifications are allowed.
- Single carb only. Dominator carbs allowed.
- No aluminum or aftermarket heads, no Hemi heads.
- Small block motors are allowed to run any aftermarket cast iron head. **(Only small blocks)**
- 475 cubic inch limit, OEM cast iron heads and block.
- Engine must be in stock location.
- Can have open exhaust, no vertical headers.

Fuel:

- Race fuel and E85 allowed.

Suspension:

- Blocks are allowed. Must be removable, bolted top/bottom.
- Rear traction bars allowed, must be removable.
- Front traction bars allowed, must be removable.

Modified 2 Wheel Drive Class – 5400 & 5800**Body & Frame:**

- Only factory frame with stock wheelbase.
- Hitch height to be 30”.
- Hitch length minimum of 27% of wheelbase.
- May run blocks, traction bars, ladder bars, rear springs and factory suspension is optional.
- Front weights are allowed, but not to exceed 45” from center of front axle.

Drivetrain:

- May run modified driveline multiple transmission, transfer case, manual and automatic, planetary rear axle or Profab.
- All trucks running automatic transmissions must have SFI approved blanket and flywheel shield.
- Must have blow-proof bell housing or safety blanket.
- DOT street legal tires. 35-12.50 max allowable size.

Engine:

- Cast iron head only.
- OEM blocks factory production 485 cubic inch.
- Any single carburetor allowed.
- Roller cams allowed.
- Must have exhaust down and back or vertical.
- All trucks must have SFI approved balancer or 180 degree lower shield with 3 tab retainment.

Fuel:

- Normal gasoline, Cam 2.

Suspension:

- Blocks allowed.

V8 Hot Rod Tractor – 5700 & 6200

Body & Frame:

- Tractors must resemble a tractor including grill and hood.
- No portion of the tractor can exceed 14 feet forward of the centerline of the rear wheels, including weights.
- Tractor with frame bolted to rear transmission housing must have extra supports to prevent splitting of tractor.
- Tractor must have wide front end. 48” minimum width.
- Tow hook on front for towing required.
- Must have fenders that will support the weight of the driver and protect driver from contact with tires.
- Hitch point must not be over 22” from the ground and not closer than 18” from the center of rear wheel.
- Tractors will be equipped with wheelie bars. No more than 10” above the ground and no less than 20” from the outside of the pads across. Must have pads that are a minimum of 5 inches square and has to support the weight of the tractor.
- Seat must be fiberglass or aluminum high back racing style securely fastened.
- Roll cage mandatory, 12 Ga. Mandrel bends or cut and welded. 8 verticals minimum.
- 5 point safety harness bolted to the roll cage.
- Driver must have a clear visibility behind his tractor while remaining in the seat.
- Must have a metallic (.035” aluminum or metal) firewall between the engine and dash.

Drivetrain:

- All automatic equipped tractors must run a fully functional torque converter without external (of the converter) controls for lockup or release.
- All engines using a clutch must be equipped with current SEMA approved clutch housing, pressure plate, fly wheel and clutch disk.
- Automotive and truck transmission and auxiliary boxes must be covered with a SEMA approved safety blanket, secured as specified by SEMA with a 3 strap minimum safety blanket.
- Auxiliary boxes only need 3-belt blanket to cover immediate box.
- All tractors using automatic transmission must be equipped with reverse gear lock out safety switch to prevent starting unless in park or neutral.
- Rear ends must be farm tractor or planetary type rear ends.
- Maximum rear tire size: Factory molded 18.4 X 38. Cut tires are allowed.
- Minimum front tire size: 14” diameter ring.
- Drivetrain from the transmission to the original tractor transmission must be shielded 360 degrees with 5/16” minimum steel fastened every 6” with 3/8” grade 5 bolts or equivalent.
- Must have side shields of 18” steel the length of the engine block and four inches above and below the crank centerline.
- Must have shield 360 degrees of 14” x 6” around automatic transmission bell housing. A hole large enough only to allow dipstick tube and not to exceed the size of the tube.

Engine:

- Only one American made V8 engine with flat top pistons and a single carburetor. No turbo, super charger, blower or fuel injection allowed.
- Cubic inch limit (.060 over bore allowed): GM- 350, Ford – 351, Chrysler – 360. Big blocks allowed but are limited to 5000 RPM max.
- Heads must be OEM cast iron heads.
- Aluminum intakes are permitted. No tunnel rams. 1” spacer allowed. Distance from bottom of valley rail to the top of the manifold not to exceed 6.5”.
- 780 CFM carburetor allowed or stock Q jet. (class rep will have specs n measurements)
- SFI approved harmonic balancer required.
- Rev limiter required. 7000 RPM MSD chip style (5000 RPM for big blocks).
- Flat tappet camshaft, no roller cams. Stock diameter lifters.
- Roller rocker arms are permitted.
- All exhaust must be pointed upwards. No rain caps.
- No crankshaft belt driven engine fans allowed.
- Electric drive water pumps and fans are legal.
- Battery must be enclosed and securely bolted down.

Fuel:

- Gasoline only. High octane gasoline is permitted. No pressure allowed on the fuel tank. No methanol allowed. Nitrous or any additives allowed.

Suspension:**2.5 Diesel Class 4x4 – 8000 & 8500****Body & Frame:**

- Trucks must be street legal (all lights must work). OEM Chassis is mandatory. Wheel tubs, back half conversions, tube chassis, etc... are prohibited.
- Weight brackets or hanging weight is allowed but cannot protrude any more than 60” from centerline of the front axle.
- Exhaust system must exit behind cab.
- Reese style receiver hitch.
- Reinforcements may not extend forward of the centerline of the rear axle.
- Minimum of 44” length from center of hooking point to center of rear axle.
- The hitch must be parallel to the ground
- Rear bumper may be notched or removed.
- No bracing or supports are allowed to contact the body, axle or suspension in any manner
- Hitch pin/bolt must be a minimum of 5/8” in diameter and grade 8 strength or equivalent.

Drivetrain:

- Driveline must be OEM and available in a 1 ton or less pickup truck.

- Wheelbase is restricted to factory OEM specific for the body and not to exceed 181".
- Front axles must be in stock location.
- Transmission and transfer case must be OEM 1 ton or less.
- DOT tires only. Cannot be cut, altered or sharpened. Dual rear wheels can not be run on a single rear wheel truck.

Engine:

- Turbo charger is limited to a 2.5" inducer bore. The inlet will be measured with a 2.55" plug or internal calipers. No tapered or stepped inducer bores allowed. No clipped wheels allowed. A stock map width enhancement (MWE) groove is allowed. No MWE groove will be allowed that is greater than 1/4". All provision allowing air to the wheel other than via the bore and the MWE groove are prohibited. Adding a bushing to a larger turbo to meet the 2.5" inducer bore is not allowed. The compressor wheel must protrude into the inducer bore at least 1/8". 6.4 liter Powerstroke engines may utilize the factory twin-turbo configuration.
- Engine swaps between manufactures are not permitted. Engine must have been available in a 1 ton or less production pickup truck.
- No alcohol, nitrous oxide, propane or any other oxygen extenders. NO water injection.
- The fuel injection pump is limited to cylinder number specific (i.e. 6 cylinder pump on a 6 cylinder motor). The use of multiple high pressure common rail fuel pumps or HPOPs are permitted. P pumps that are allowed are the p3000 and the p7100. Ag governors are allowed. No Sigma or 12 cylinder pumps allowed.

Fuel:

- Fuel must be #1 or #2 pump diesel or soy biodiesel.

Suspension:

- Traction bars are permitted. They must be bolt on only. Welds are permitted for attachment to frame or axle housing. Blocks are allowed and must be bolt on only. Lift kits are acceptable.

Super Stock Class 4x4 – 5800 & 6200

Body & Frame:

- Headers out of the hood are allowed.
- Trucks may have open exhaust.
- Weight on front of truck allowed.
- Cutout beds are allowed.
- No pinned clevis. Need minimum of 3 inch opening.
- Frame boxing allowed.
- Must have OEM body.

Drivetrain:

- Must have blow proof bell housing or safety blanket.
- Must have a steel flywheel or SFI approved aluminum.
- Must have braking with at least 2 tires.
- DOT street legal tires. No tire cutting. Max tire size 35" height 12.50 width.
- OEM front end not to exceed Dana 60. Front axle must remain in intended original location.
- Stock one ton driveline.
- Transmission & transfer case housings must be OEM stock. No pro-fab or altered gears allowed in the transmission or transfer case.
- 133" wheelbase.

Engine:

- Any four barrel carburetor allowed.
- 505 cubic inch. Engine location and radiator location must remain factory.
- Any aftermarket cast iron heads are allowed. No aluminum or Hemi.
- Small block motors are allowed to run any aluminum heads. (**only small blocks**)
- After market engine balancing SFI approved (OEM with 180 shielding lower half, minimum 3 tab).
- Engine block must be in factory location. (Not less than 14 inches from center of front axle to bell housing).

Fuel:

- No alcohol fuel allowed.

Suspension:

- Ladder bars and blocks allowed.

Pro Stock Class 4x4 – 5800 & 6200**Body & Frame:**

- Trucks may have open exhaust.
- Headers out of the hood are allowed.
- Weight on front of truck allowed.
- Cutout beds are allowed.
- No pinned clevis.
- 133" wheelbase.
- Fiberglass bodies not allowed.
- Plexiglas or Lexan windows allowed.

Drivetrain:

- Drop boxes – Profab allowed.
- Heavy rear ends – Rockwell allowed.
- DOT street legal tire not to exceed 33” height – 12.50 width. (NO tire cutting allowed)
- Must have blow proof bell housing or safety blanket.
- Must have a steel flywheel or SFI aluminum.
- Must have braking with at least 2 tires.
- Front tires must have no more than 50% overlap of rear tires.

Engine:

- Intake port configuration of OEM and accept OEM intake manifolds. No NHRA, IHRA or drag type pro-stock heads permitted. Except Fords will be allowed “A” type of cylinder heads or their replicas and Dodge will be permitted “B-1” type cylinder heads or their replicas.
- 485 cubic inch with 1% tolerance.
- Engine block must be in factory location. (Not less than 14 inches from center of front axle to bell housing).
- Any four barrel carburetor allowed.
- Aftermarket engine balancing SFI approved (OEM with 180 shielding lower half, minimum 3 tab).

Fuel:

Suspension:

- Ladder bars and blocks allowed.

Open Class

- All vehicles must meet the General Rules & General Safety Rules.
- Vehicles pulling in the class must declare what class rules they will be pulling under at sign up.
- The class hitch heights will be as follows:
 - All tractors: 20”
 - 2 WD Trucks: 30”
 - 4×4 Trucks: 26”
- The class weights will be:
 - Diesel Tractors: 10,200 lbs.
 - Alcohol Tractors: 8,000 lbs.
 - Modified Tractors: 7,400 lbs.
 - Gas or Propane Tractors: 9,300 lbs.
 - 2 wd Trucks: 6,500 lbs.
 - Diesel 4×4 Trucks: 8,500 lbs.
 - Gas 4×4 Trucks: 6,500 lbs.
- Class rules are listed below:

Pro Modified Class 4×4 – 5800 & 6200

Body & Frame

- Steel and fiberglass tilt bodies allowed. Must have working door.
- 133" wheelbase.

Drivetrain

- Bar tires allowed height not to exceed 34".
- Cut or altered DOT tires allowed, not to exceed 35".
- Any driveline component.

Engine

- Engine can be moved forward. Rear of block cannot be forward of front axle center.
- All engine components behind grill.
- Any engine block and two valve head configuration allowed.
- 640 cubic inch limit.
- Hemi heads are allowed.

Fuel

- Alcohol and gasoline: multiple carburetors and alcohol injection allowed, any intake, naturally aspirated, must run additive to alcohol to see fuel burn.

Suspension

Pro Diesel 4×4 – 8000 & 8500

- Rules to follow 2.6/3.0 slick face Outlaw Truck and Tractor Pulling Association (OTTPA)

Hot Farm Tractor – 10,000 & 10,500

Body & Frame

- Draw bars will not be over 20 inches from the ground at point of pull and be a minimum of 18 inches from center line of the rear axle. No pulling from 2 or 3 points allowed.
- Tractors will be equipped with wheelie bars. No more than 10" above the ground and no less than 20" from the outside of the pads across. Must have pads that are a minimum of 5 inches square and has to support the weight of the tractor.
- Tractor shall be equipped with Roll-Over Protection. It can be OEM design or multi bar roll cage style.

- Tractor must be equipped with OEM front end. If non-OEM front end is used, the tractor must be equipped with front stabilizer bars or skis. The lower most portion of the bar must be no higher than 4" off the ground.
- Wide front end only.
- Tractors must have safety tie bars mounted to rear axle housing and extend forward of the flywheel area. Tie bars must be of sufficient strength to support the weight of tractor with the bolts used to split the tractor is removed.

Drivetrain

- Maximum tire size allowed is 20.8×38 or 18.4×42. No tire sharpening allowed. Front tires may be no smaller than 7.50 x 15 or 7.5L x 15 on any rim width.
- Tractors will have a 6-belt scatter blanket around the bell housing (no certification necessary).

Engine

- 13mm P-Pump maximum.
- Turbo size shall be limited to a 3LM turbo with an inducer size not to exceed 2 5/16".
- Upon inspection of turbo, the turbo must be easily accessible and all ductwork must be removed for the inspector.
- Exhaust will have two 5/16" bolts as close to the elbow as possible at a 90 degree angle from each other no more than 2" apart.
- Tractors must run factory intake manifolds with a maximum 4" opening to the maker of tractor. Inter-coolers or after-coolers allowed.
- Tractors with a radiator fan blade must have side shields.
- Tractors will have an air kill switch placed not over 8" from the center line of the tractor and not higher than 48" from the draw bar. Tractor weights must not interfere with kill switch.
- All tractors will be equipped with approved RPM telemetry with female plug.

Fuel

Suspension

Protest Rules:

- There will be a \$250 dollar protest fee for engine and driveline. Cash will be in hand when protester notifies officials.
- The association will keep \$50 of the \$250 dollars for their time and equipment.
- If the protestee is found illegal the truck and protestee will be banned for 1 year and 1 week. \$200 dollars will be returned to the protester. If the truck is found to be legal, the protestee will keep the \$200 dollars.

- Protest shall be presented to a pull official or at the announcers stand within 15 minutes of the end of the class.
- Only a vehicle that wins a trophy and or prize money can be protested.
- Protester shall be competing in the same class as the protested vehicle and may only protest for that class.
- Protester shall remain present during the time of inspection.
- One specific item may be inspected by the tech. official per protest. Items include but not limited to CID pump test, Intake manifold vacuum, Fuel inspection, Re-weighing, Re-measuring hitch or other vehicle specifications.
- Protested party that fails to make the vehicle available or refuses to allow inspection is considered an illegal vehicle and will be disqualified from the class and forfeits their placing and any winnings for the class also truck and driver will be suspended until protested truck is made available for inspection. All lower placing vehicles shall move up one place the disqualification of an illegal vehicle.
- **All decisions by officials are final.**

Entry Fees & Pay Back Money:

- Entry fees from all the classes will be added together and divided equally between the classes.
- All classes will pay back to 4th
- If both weight classes are run, the total distance between the light and heavy class will be totaled. Payout will be given to the top 4 combined distances.
- If a puller is only able to make a measurable distance for 1 of the 2 hooks, and is eligible for payout, they will receive ½ the payout since they were not able to complete both hooks.
- Every class will pay 1st place – \$200, 2nd place – \$150, 3rd place – \$100, 4th place -\$50.
- Entry fee per class is \$20.00 (If drivers signs up after the start of the driver's meeting the fee is \$30)
- Single event (one day) participants will pay \$25 one day membership fee. Then \$20 per hook.
- No refunds.
- Must show Membership card when signing up for your class.
- Pulling positions for all members will be pre-determined at the beginning of the year. For example, all members will pull after the same person each event. The first puller will change for each event. Example: if you are the first puller at the first event, you will be the second puller at the next event and the 3rd puller at the next event, etc... Single event members will be listed after all the members.
- Once class starts no more entries will be allowed.
- Two free admissions will be given at the pit gate to every MPA member (full or associate member). Membership car must be presented.

Points System:

- There will be a points champion named each year for each of the classes.
- The points champion from each of the classes will receive recognition and an award.

- The points system is as follows: 1st place = 12 points

2nd place = 11 points

3rd place = 10 points

4th place = 9 points

5th place = 8 points

6th place = 7 points

7th place = 6 points

8th place = 5 points

9th place = 4 points

10th place = 3 points

11th place = 2 points

- 1 point awarded to all other entries in class
- 1 point awarded to competitor, with paid entry, who cannot make 2nd hook due to breakage.
- Measurable distance must be made to receive last place points in the class (i.e. if there are 5 trucks in the class, in order to get 5th place points, the sled needs to register a measureable distance.).
- Points go to Truck.
- Associate Members cannot be recognized as point's champion.
- If two individuals drive the same truck and they both want to run for the point's championship then they both have to be Full Members (Competing Member).
- If you own more than one truck you will have to pay the Membership fee for each truck.
- The vehicle/owner/driver must have hooked at 51% of the points pulls (sanctioned events) to receive the point's championship.
- If there is a tie for points, the championship will be determined by the total footage pulled for the season.
- If there is a rainout for a pull, any point eligible vehicle that is present at the posted start time will receive 6 points.

Event Operation Rules:

- The Midwest Pullers Association Officers, Board of Directors, and Track Officials will govern the operation of the event, and the enforcement of association rules, with their decisions being final. These designated persons have the authority to disqualify any contestant's truck that is being operated in an unsafe manner. This can be done in the pit,

or track area. The penalty for unsafe operation of a pulling vehicle will be forfeiture of winnings, entry fee and points at the pull where the infraction takes place.

- The track officials will govern the operation of the contest on the pulling track and any related disqualification assessed, with their decisions being final.
- The flagman for a class is designated as the track official for that class.
- Midwest Pullers Association will appoint a flagman.
- The 1st contestant in each class does not have the right to turn down their pull due to disqualification for any reason.
- On a pull off, any disqualification rule applies, but the puller being disqualified will only drop to whatever last position in the pull off would be. EXAMPLE: If 2 trucks are in the pull off and 1 is disqualified, the disqualified truck would receive 2nd place money and points.
- In the case where the sled is responsible for the restart of a class, the 1st puller has the option of remaining the 1st. Any puller in that class disqualified to that point would be allowed to rehook.
- Contestants will be allowed to spot the sled. The sled will start at the same location on the track but can be spotted left or right per a marker. (Cone, flag, etc...).
- No excessive jerking when starting the sled or during the pull.
- There is no “out of bounds” after 300’. However, the track official may stop the puller’s attempt if a safety issue arises.

Association Organization Rules:

- Membership dues for a full member (competing member) is \$100. **(After May 21st, the fee is \$150)**
- Membership dues for an associate member is \$75
- A single event (non-voting) membership may be purchased for \$20. Single event memberships can compete for placing and prize money, but the vehicle will not receive points.
- Full Members will have to sign a Waiver and Release of Liability, Assumption of Risk and Indemnity Form along with a Clutch Certification Form to be on file for that current year. (At time Membership Application is filled out).
- Associate Members will have to sign a Waiver and Release of Liability, Assumption of Risk and Indemnity Form to be on file for that current year. (At time Membership Application is filled out).
- Everyone entering the pit area will be required to sign a Waiver and Release of Liability, Assumption of Risk and Indemnity Form. (Members and Associate Members do not have to sign if they show their Membership Cards).
- Only paid members and associate members or single event members are allowed to drive pulling vehicle in competition in a Midwest Pullers Association sanctioned event.
- There will be one vote per paid participation vehicle of the Midwest Pullers Association for the previous pulling season. The Vehicle/Owner/Driver must have hooked at 51% of the points pulls offered to the class to attain a vote on rules at the rules meeting. Special consideration may be given to competitors who have suffered unusual circumstances.
- Voting by proxy is allowed. Must be submitted in writing.

- Officers will include: President, Vice-president, Secretary and Treasurer. Officers will be elected by simple majority vote.
- Board of Directors will include: One member from each class. Directors will be elected by simple majority vote. (One vote per competing member).
- Chairman of the Board will be appointed by the Officers.
- In rules and organizational issues affecting the organization as a whole, the organization will vote as a whole on such issues with a simple majority deciding the issue. (One vote per competing member).