

Table of Contents

CTTPA Executive Board	1
Warranty Disclaimer	2
About Us	2
Section I: General Information	3
Section II: General Rules	12
Section III: Econo-Modified Tractors	26
Section IV: Pro Stock 4x4 Pickups	27
Section V: Modified 4x4 Pickups	29
Section VI: Super Stock Tractors	30
Section VII: Two Wheel Drive Vehicles	31
Section VIII: 6200 lb. Modified Tractors	34
Section IX: 8500 lb. Limited Pro Stock Diesel Tractors	36
Section X: Naturally Aspirated and Blown Mini Rods	36
CTTPA Hall of Fame Award Winners	37
CTTPA 2012 Points Champions	38
CTTPA 2012 Award Winners	39

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The Colorado Truck and Tractor Pullers Association (CTTPA) offers this rule book as a guide for you. We hope it will make pulling easy and fair as we strive to standardize the rules for p\competition. Updates, changes and/or corrections to these printed rules will be posted at www.cttpapull.com, or mailed to the last known address of files for members. It is the competitor's responsibility to ensure they are using the most current rules.

If you need more information, please contact the CTTPA office at:

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WARRANTY DISCLAIMER

The rules promulgated in the CTTPA rule Book are intended as guidelines for the sport of tractor and truck pulling, and the rules relating to safety of equipment are the responsibility of each driver who participates in the sport of tractor and truck pulling under these rules. No express or implied warranty of safety is intended nor may be inferred from the publication of neither these rules, nor the compliance therewith. Nothing herein should be construed as a guarantee against injury or death to participants, bystanders or spectators. Specifications and rules set forth in the CTTPA rule Book are based upon the recommendations of competing members, crewmen and other participants in the sport of tractor and truck pulling. All participants in a CTTPA-sanctioned event must assume all liability for any damage or loss caused by or from their equipment and the use thereof. The CTTPA specifically states that it has not tested any equipment or use of equipment that it refers to in the CTTPA Rule Book and makes no warranties either specific or implied with regard to or any use thereof. The user must look to the manufacturer with regard to said warranties.

About Us

The Colorado Truck & Tractor Pullers Association, Inc. was formed by the merger of the Rocky Mountain Truck Pullers and the Colorado Tractor Pullers Association. The CTTPA has been bringing you quality entertainment since 1972, and is continuously improving our show.

If you would like more information about promoting a CTTPA-sanctioned pull, please contact Delene Davis at (970)590-9270 or log on to www.cttpapull.com.

Classes included are:

- . Econo-Modified Small Block Tractors
- . Econo-Modified Big Block Tractors
- . Pro-Stock 4x4 Pickups
- . Modified 4x4 Pickups
- . Super Stock Tractors
- . 8500 lb. Limited Pro Stock Diesel Tractors
- . 6200 lb. Modified Tractors
- . Two Wheel Drive Pickup
- . Naturally Aspirated and Blown Mini Rods

SECTION I

General Information

I-1. Safety

At every CTTPA sanctioned event, safety is the name of the game. The sport of tractor and truck pulling has more brute horsepower than any other motor sport in the world. With machinery this powerful, the aspect of safety cannot be overemphasized. There are many different types of safety equipment required, and this equipment will appear on many different areas of the vehicle. CTTPA will not operate any pull nor allow any vehicle to operate at which a safety hazard is posed to anyone. Safety is everyone's responsibility. The promoter, puller, spectators, and CTTPA officials must work together to ensure the safety of all involved.

I-2. Pulling Divisions and Classes

CTTPA offers ten divisions of pulling competition:

- . Econo-Modified Small Block Tractor
- . Econo-Modified Big Block Tractor
- . Pro-Stock 4x4 Pickup
- . Modified 4x4 Pickup
- . Two Wheel Drive Pickup
- . Super Stock Tractor
- . 6200 lb. Modified Tractor
- . 8500 lb. Limited Pro Stock Diesel Tractor
- . Naturally Aspirated Mini Rod
- . Blown Mini Rod

Econo-Modified Tractors (both small and big block) are two of the four entry-level classes in our association. They are the least expensive tractors using parts that are readily available, and introduce the puller to the sport. This class is designed to foster an understanding of our sport, and ready the competitor for higher-level equipment.

Pro-Stock 4x4 Pickups are in the third entry-level class in our association. Pro-stock pickups are developed using readily available parts and equipment, and give the competitor a feel for the sport.

Modified 4x4 Pickups are some of the most powerful single-engine competitors in the sport. Some of these machines can produce in excess of 1,200 horsepower and are one of the crowd favorites in the sport.

8500 lb. Limited Pro Stock Diesel Tractors are CTTPA's newest class. These semi-stock tractors are the association's fourth entry-level class, and have severe restrictions on equipment that can and cannot be used. The high-flying diesel smoke has always been a crowd favorite, and this class is bringing back the smoke.

Two Wheel Drive Vehicles are not always Pickups. They can be pickups, funny cars, T-Buckets or a variety of other vehicle layouts. Crowds love to hear the ground-thumping horsepower and the thrilling "wheelies" these vehicles tend to display.

Super Stock Tractors bring spectators back to their farm roots. While these tractors maintain a "stock" appearance, they are anything but stock in performance terms. Some tractors develop almost 25 times their factory-rated horsepower using the "stock" equipment. These tractors come in two varieties – alcohol (no smoke) and diesel (smoke).

6200 lb. Modified Tractors come in many shapes, sizes and configurations. Modified tractors can have Hemi's, Pontiacs, aircraft engines and more. This class is the only class in our association that can run multiple engines, and the "tractors" have very few design limitations.

Naturally Aspirated Mini Rod the engine size is limited (maximum) to 640 cubic inches. Outlaw Hot Rod Pulling Association tech rules will apply. All vehicles must follow CTTPA General and Safety rules.

Blown Mini Rod the engine size is limited (maximum) to 575 cubic inches. Outlaw Hot Rod Pulling Association tech rules will apply. All vehicles must follow CTTPA General and Safety rules.

I-3. Official CTTPA Class Weights

. Econo-Modified Small Block Tractor	5200 pounds
. Econo-Modified Big Block Tractor	6000 pounds
. Pro-Stock 4x4 Pickup	6200 pounds
. Modified 4x4 Pickup	6200 pounds
. Two Wheel Drive Pickup	6200 pounds
. Super Stock Tractor	8200 pounds
. 8500 lb. Limited Pro Stock Diesel Tractor	8500 pounds
. 6200 lb. Modified Tractor	6200 pounds

**All official weights include the driver and vehicle with oil, water, and fuel, ready to compete. All drivers must be in their vehicle when it is weighed in and out. These weights are maximum weights with no overage allowance permitted. In addition, vehicles must have a recommended minimum 200 pounds of movable ballast weight.*

I-4. Points Accumulation

1. A vehicle may have any number of drivers; all drivers must be members of the CTTPA.
2. Point's accumulations are kept on the vehicle, not on the driver.
3. The CTTPA awards points for attendance at general meetings and tech days. An amount of 20 points per meeting shall be awarded to each member who attends the meeting and signs the sign-in sheet. Since points are tracked by vehicle, any member representing a vehicle as a driver can obtain full meeting points by attending the meeting and signing the sign-in sheet (i.e. If a vehicle has two drivers, and only one driver attends the meeting, full meeting points will still be awarded.)
4. Points are calculated from November 1 to October 31 of the pulling season.
5. Hook points shall be given to a vehicle that has legally entered the event. In the event that the vehicle cannot complete, the vehicle's hook points can be awarded if a refund of entry fees is not requested nor given.
6. Competition points are awarded on the following scale based upon placement in the pull contest:

1 st place	hook points + 6 placement points
2 nd place	hook points + 5 placement points
3 rd place	hook points + 4 placement points
4 th place	hook points + 3 placement points
5 th place	hook points + 2 placement points
6 th place	hook points + 1 placement points
7 th place and beyond	3 hook points only
7. If the end of the season points race results in a tie, the following formula will be used to break the tie: the greatest number of 1st place finishes at events during the season, then the number of 2nd place finishes, 3rd place finishes, etc. If a tie cannot be broken, the total distances of all pulls during the season will be totaled for each competitor to determine the winner. Disqualified distances will have no measurement. If a tie still remains; winner will be determined with a coin toss at the conclusion of the event.
8. A competitor may rebuild mid-season and retain previous points with the old CTTPA membership as long as the person is not running his/her old vehicle on the CTTPA membership.
9. CTTPA points are non-transferable. In the event of a sale of the vehicle, points cannot be transferred to the new owner.

I-5. Eligibility

1. All competitors competing in any truck and/or tractor pulling contest sanctioned by the CTTPA must have a current competitor's license in the CTTPA.
2. A competitor must be 18 years of age. If the competitor is at least 16 years of age, but not 18, then that competitor must have either a parent or guardian's written consent.
3. All vehicles must prominently display the CTTPA competition number on the back of the vehicle.
4. If a competitor has a new vehicle, and is no longer pulling their old vehicle, said competitor may use the same CTTPA number if the old vehicle has pulled in competition this year.
5. If two or three members jointly own a vehicle, they must use the same CTTPA number. Each must have a competing membership – one driver as the original driver, the other drivers as assistant drivers.
6. The license issued by the CTTPA is to be used only by the driver to whom it is assigned. The license is valid for the competition year or until revoked by the CTTPA. The license bestows the privilege of competing with the sanctioning body and may be revoked at any time. CTTPA reserves the right to refuse any level of CTTPA license to anyone with or without cause.
7. Participants who do not hold a current CTTPA License may enter CTTPA Sanctioned competition if they fill out a form and pay a Per-Hook fee of \$50.00 plus the applicable entry fee for each entry. The Per-Hook is only offered to those vehicles and their drivers that have passed CTTPA tech and have all CTTPA paperwork in order. Those participants who choose this method are bound by the same rules and regulations as full paid members and will receive purse money, but no points for their competition run.
8. In consideration of being allowed to enter and by being issued credentials (passes) to a CTTPA sanctioned event, the vehicle owner, the vehicle driver, crewmembers, and other holders of Event credentials (the "participants") agree as follows:
 - a. All rights to advertising, promotion, filming, recording, exhibition, and other exploitations of the Event, and their activities at the site of the Event before, during, and after the Event and reasonably related to the Event, as reserved to CTTPA and its assigns.
 - b. Participants hereby grant CTTPA and its assigns:
 1. Full and unconditional permission to make still or motion pictures and any other type(s) of audio or visual recordings of them and their vehicle's participation in the Event and their activities at the site of the Event before, during, and after the Event and reasonably related to the Event; and
 2. The exclusive, worldwide and perpetual rights to use the same, together with their names, likeness, and biographies of participants, and the names, likeness, and date of, or relating to, their entered vehicles for publicity, advertising, exhibition, or exploitation, whether or not for profit, in print, audio, video, and other communications media by reproduction and sale or other distribution by any and all means.
 - c. The head track official, event manager, promoter security, or other pit control official shall retain authority at all times to remove any person at their discretion.

I-6. Entry Procedures

1. The entry site will open a minimum of three (3) hours prior to the start time of the event, and the entry clerk shall make himself/herself available for one (1) hour after the end of the session.
2. Upon arrival at the event, all competitors must immediately go to the entry site.
3. The competitor must present current CTTPA membership information to the entry clerk.
4. Competitors who are not current CTTPA competing members will be able to pay their membership fees at the time of registration.
5. The entry officials have the authority to refuse return of entry fees and to revoke pit passes for any competitor the entry official believes has fraudulently violated the entry procedure for monetary gain.
6. Entries close one (1) hour prior to the scheduled start of a session.
7. A competitor may enter late with permission of the presiding official. An event official must be notified of competitor's intentions to compete before the close of entries to be eligible for late entry.
8. Each vehicle may be entered in one class, and only one class.
9. All contestants will draw for their pulling position at the time of entry.

10. Classes in a given session will be run in that session, but not necessarily in the posted order.
11. If a puller breaks in a previous class and cannot make the pull order in the next session, the puller may check with the track official for extra time. It is the Track Official's decision whether or not to allow the puller to drop positions.
12. An approved late entry may drop positions. If the drawn position has been pulled or is being pulled at the time of entry, the vehicle may drop six (6) positions or to last position if six (6) positions do not remain to be pulled. This drop must be approved by the presiding official.
13. There will be a designated area set up by the pull track officials for a tech area. All vehicles will be routinely teched and officially weighed.
14. The tech inspection areas are open and closed the same hours as the entry site.
15. Drawbars are to be checked no sooner than three (3) vehicles prior to hooking to the sled.
16. The area to measure the hitch heights will be cement, asphalt, wood, or graded and packed dirt. The area must have the event official's approval before use.
17. To scratch a vehicle and receive a refund of entry fees, the vehicle must be broken and unable to compete. The competitor is required to notify the entry clerk of his withdrawal prior to the start of the class. The refund of entry fees will make the competitor ineligible for hook points. If the entry clerk is not notified of the withdrawal prior to the start of the class, no refund of entry fees will be given.
18. Once a puller has scratched from a class, he/she may not re-enter that class for that session.
19. Any puller who breaks on the grounds will receive hook points for all classes entered provided he/she does not request a refund of entry fees. Also, the puller who breaks will receive last place money and points.
20. Once a puller has hooked to the sled, whether he/she can make a measurable pull or not, he may not be refunded entry fees for that class.

I-7. Exhibition Vehicles

1. All vehicles participating in or exhibiting at CTTPA sanctioned events and hooking to sled(s) must meet all CTTPA safety requirements outlined in these rules.
2. For safety and insurance reasons, all vehicles exhibiting at CTTPA sanctioned events that do not meet current safety requirements outlined in these rules must perform before or after the CTTPA event.

I-8. Operation of the Contest

1. Pulling vehicles must be operated in a safe manner at all times within the confines of the track, pits and staging areas. Event officials have the right to stop and disqualify any vehicle if it is not being operated in such a manner 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 a driver of competition age will be allowed on the vehicle when it is being towed or driven. No riders are allowed in or on tow tractors, competition vehicles, tow back and maintenance equipment. Puller ATV/4-wheelers can carry two persons if rider is seated behind front axle and not on front carriage rack. All other vehicles that legally accommodate more than one person will be allowed for track and pit transport to pullers only. Absolutely no one under 16 years of age is allowed to operate competition vehicles, tow back vehicles, or ATV/4-wheelers at CTTPA sanctioned events.
4. No consumption of intoxicating substances by puller or pit crew while on promoter property is allowed. The promoter property includes pit areas, competition areas and staging area. This rule applies to everyone in the pit area, including members, pit crew, pit pass holders and spectators while in the pit area.
5. Unprofessional and/or unsportsmanlike conduct (including but not limited to abusive language and or physical action toward event official(s), fellow competitor(s), or spectator(s), or the 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 the event.
6. In order to receive CTTPA performance points, the contestant must make a reasonable attempt at a pull.
7. All pulls must start with a tight chain. Contestants will be allowed a total of two (2) attempts to start the sled. If the driver lets off the throttle before the sled passes the 100' mark, he/she will get a second attempt, even if the sled ends up past the 100' mark. If no effort is made to back off the throttle, no second attempt

will be given. Jerking of the sled by backing off the throttle will be considered grounds for disqualification by track officials. Track officials will use their judgment on this call.

8. Each contestant has the privilege of, and the responsibility for, spotting the sled for both of his/her attempts. Pull back tractor operators/sled operators must be notified of where the contestant wishes the sled to be placed when the previous contestant unhooks from the sled. Use of another crew member is recommended in spotting the sled in order to expedite the show.
9. The sled will be towed back/driven back or forward to the starting line before each attempt. No official pull may start beyond the starting line in either direction. All sleds must be positioned so the front of the pan is even with the starting line, and the sled must be in gear before the contestant will be allowed to tighten the chain.
10. All pulls made during the contest will be measured to the location where the most forward part of the sled's pan stops, either with a manual measuring crew or a mechanical device (i.e. laser, GPS, etc.)
11. Violation of any rule shall be just cause for disqualification.
12. Pulling vehicles must remain within the boundaries of the contest course during a pull or will be disqualified. The sled pan must be within the boundary line at the start of the pull. The chalk line is to constitute the track boundary.
13. Excessive loss of liquid by a pulling vehicle while in forward motion under the green flag, during a contest on the track will be cause for disqualification, unless the loss of liquid is due to internal breakage. Track officials will have the final call on determining internal breakage. Excessive is defined as any steady or intermittent stream discharged on the track or a spot equivalent to more than eight (8) inches in diameter.
14. 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, unless the vehicle loses ballast or safety equipment.
15. When disqualified in a class less than full, the driver will receive points and purse monies for the last place awarded. If more than one driver is disqualified in a class that is less than full, all those disqualified will split the accumulated last place points and purse evenly.
16. Only when the original mechanical method of starting a vehicle fails to work will tow starting of that vehicle be authorized. Such towing shall only occur with a tow bar (no chains or ropes allowed)
17. All pulling vehicles should be able to drive on the track and back up to the starting line under their own power. The vehicle must also be able to back up to the sled to unhook the chain, and then drive off the track under its own power unless breakage occurs at the event. Failure to do so may cause disqualification at the discretion of the head Tech Official.
18. At any CTTPA pull, it is mandatory for all drivers to attend any particular driver's meeting which may be called by the promoter and/or CTTPA officials. With the exception of entry qualifications, all invitational pulls will be conducted under the same rules as all other CTTPA sanctioned events.
19. No one is allowed on the track except for the track officials and the contestant when the vehicle is under the green flag. The track is defined as the area within 35' of any direction of the contest course boundaries, including a run-off area at the finish end of the track. At all times during competition (from the time of the session starts until the session is deemed finished), there will be limited access to the track area at the discretion of the track official.
20. All pulls shall operate with two flagmen. The starting flagman will be responsible for the readiness of the track, pulling vehicle and contestant. The starting flagman shall position himself/herself at the 100' marker, and shall be responsible for alerting the second flagman in the event of a sled malfunction. The second flagman will be responsible for the balance of the course. The same flagmen work for an entire class to assure consistency and equal treatment of all competitors in that class.

I-9. Weighing and Drawbar Measuring Procedures

1. All official weights include the following: Driver; vehicle with oil, water and fuel (ready to compete); and a recommended minimum 200 pounds of movable ballast.
2. No vehicle that exceeds the class weight will be allowed past the scales. Weight limits are absolute weight limits – no adding of fuel or weights is allowed unless the vehicle is reweighed. Violation of the scale procedures is just cause for disqualification and forfeiture of placing, points and prize monies/awards.

3. All drawbars will be measured before hooking to sled. After that time, the drawbar cannot be altered except for the maximum 200 pounds of weight moved in either direction. Absolutely no air pressure is to be altered in the tires unless the drawbar is re-measured.
4. If a puller should move more than 200 pounds forward from the rear of the vehicle, the drawbar must be re-measured before pulling
5. Drawbar can be re-measured after the pull at the discretion of the track official.
6. Air shock type devices are allowed on the vehicle as long as there are no lines or controls going to or from the devices to the operator's compartment.
7. All pulling vehicles must cross the scale before each class.
8. Weighing out is at the discretion of the track official.

I-10. Test Pull and Options

1. The first position puller will be the test puller and may take the pull if the weight transfer settings and operation are deemed correct. If the driver of the vehicle does not elect to take his/her first pull, he/she may immediately pull again, or drop to the sixth (6th) position. Sixth (6th) position is defined as the position immediately following the next five (5) competitors and their attempts. If there are not six (6) competitors remaining in the class, the competitor will drop to the last position in the class. It is the driver of the vehicle's responsibility to notify the track official of his/her decision on the test pull option before leaving the track. Once the vehicle has left the track, no re-pull will be given.
2. The first position competitor is not to be disqualified for running out of bounds on the first attempt ONLY. All other reasons for disqualification apply. The competitor will be disqualified on the second/subsequent attempts if he/she goes out of bounds during that attempt.
3. When weight transfer needs further adjustment, the first competition vehicle after each adjustment will be treated as the first test puller and have the rights and privileges as the first puller.
4. If the class is restarted, all contestants having pulled previously will have option to drop six (6) places or pull in the defined order. Only the first official hook in the class shall have the "test Puller" option as defined in this rulebook. In the case of a restart, it is the competitor's responsibility to notify the track judge of his/her decision to drop six (6) places or pull in the order given.
5. If the first two vehicles in a class make a full pull, the class will be automatically restarted.
6. A class cannot be restarted due to sled settings after the first ½ of the class has hooked to the sled.
7. All decisions on re-pulls are to be made by the driver of the vehicle before the vehicle leaves the track.
8. If a contestant must re-pull due to a contest malfunction, the contestant has the option to drop six (6) positions to re-pull.
9. Any disqualification on the first attempt bars a second attempt, except as noted in Rule I-10, 2. Should the class be restarted, the disqualified puller will be allowed to pull in the position drawn.
10. Contestants must pull at position drawn unless the presiding track official is notified, he/she may drop a contestant having mechanical problems six (6) positions. This change in position would constitute one of the contestant's two (2) attempts. This drop may only occur once per contestant per class.
11. If a contestant experiences mechanical problems during a test pull (before the first official pull), the track official may grant the competitor the option of dropping to sixth position.
12. A competitor will have the option of dropping six (6) places if breakage occurs on the first attempt, if such breakage occurs prior to the 100' line. The contestant will get a total of two (2) chances.
13. If the last vehicle in the class experiences mechanical difficulty, the contestant will be allowed a maximum of six (6) minutes to hook and make an attempt.

I-11. Pull-Offs

1. In a pull off, each contestant in his/her turn will be allowed two (2) attempts at a measurable pull.
2. The sled must be readjusted if the first contestant in a pull-off fails to reach 100' on an indoor track, or 125' on an outdoor track.
3. If the first contestant succeeds in making another full pull, all contestants must pull at that setting unless, in the track official's opinion, the sled operator has made an error.

4. Order of the pull-offs will be in order in which the contestants made full pulls, unless there has been a sled setting change by the track official. No dropping of six (6) positions in a pull off is allowed.
5. If a pull off is not run on the same track and the same sled or in the same session, the first competitor will have the option of taking the first pull or dropping six (6) places.

I-12. Inclement Weather

1. A session of pulling will be called a completed show if one-half (1/2) of the sanctioned classes have been run and all purse monies/awards for that session will be paid for all classes which are considered completed. Any class cancelled after two-thirds (2/3) of the scheduled entries have pulled shall be considered a completed class for establishing the one-half (1/2) of the sanctioned classes.
2. Purse money will be paid to those classes which are deemed completed according to the results for those who have hooked. Those who did not hook in the class will share any remaining purse monies equally. Purse money for 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 gate admission or honor rain checks, the promoter shall pay the purse to those entered in the cancelled classes on the same formula listed in I-12, 2.
4. If less than one-half (1/2) of the session has been completed and the promoter does not refund gate admission or honor rain checks, the purse shall be paid in all completed classes. In classes where two-thirds (2/3) or those entered have pulled, the purse for that class shall be paid to those who hooked according to the results. Those that did not hook will receive a refund of entry fees. For classes not started, the promoter shall return entry fees.
5. If less than one-half (1/2) of the session has been completed and the promoter does refund gate admission or honor rain checks, all entry fees will be refunded for competitors who have not yet pulled.
6. The promoter and presiding official from the CTTPA shall mutually determine if and when the event shall be stopped because of inclement weather or track conditions.
7. In the event that a promoter adds unscheduled classes to those already scheduled, the unscheduled or rained out classes will be held following the scheduled classes, except for elimination. In this case, point classes will run first.
8. 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 at the rescheduled pull (no inclement weather points will be issued).
9. Any class not completed for any reason will be treated as a rained out class.

I-13. Summary of Causes for Disqualification

1. Loss of ballast weight under the green flag.
2. Loss of safety equipment and/or failure of safety equipment to function while under the green flag.
3. Excessive loss of liquid (steady or intermittent stream discharged on track, or a spot equivalent to more than eight (8) inches in diameter) under the green flag.
4. Illegal fuel (nitro methane, nitrous oxide, other oxygen carriers, combustion accelerators, or any other fuel deemed illegal in class rules).
5. Vehicle traveling out of bounds when hooked to the sled (if a vehicle touches the white line).
6. Unsafe operation of competition vehicle.
7. Consumption of intoxicating substances by puller or pit crew.
8. Unprofessional and/or unsportsmanlike conduct including abusive language and/or physical action toward event official, fellow competitor, or spectator and/or deliberately delay of the event. This will be just cause for a minimum penalty of disqualification from that event. Competitors disqualified for reasons other than out-of-bounds issues will lose any prior placing, prize monies, contingency monies, points, and/or event awards at that event. If behavior warrants a more severe penalty, the said penalty will be determined by the CTTPA Executive Board.
9. Illegal equipment.
10. Leaving the starting line under the red flag.
11. Knowingly violating any CTTPA rule.

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

I-14. Violations

1. Violations of the rules printed in the CTTPA Rule Book, whether determined by the track official or resulting from a protest, will subject the member violator to the scheduled penalties.
2. The track official will make a determination of violation of a rule and impose the prescribed penalty.
3. The protest must be in accordance with the protest rules.

I-15. Penalties

1. The penalties for illegal vehicles shall be as follows:
 - a. Illegal fuel usage, illegal engine, illegal drawbar, cubic inch violations: loss of all accumulated points for the year and suspension of membership for one year and ten days.
 - b. Other violations: as determined fair and reasonable by the determining official or Executive Board of the CTTPA.
 - c. Probation: Members violating any CTTPA rule will immediately be put on probation. The probation period will be determined by the CTTPA Executive Board. If while on probation, another violation occurs, the member will be suspended for five (5) consecutive pulls. The suspension will carry into the following pulling season if at or near the end of the season.

I-16. Protests

1. Protest Procedures:
 - a. Any CTTPA member competing in a pulling event may protest the legality of another contestant's vehicle. Protests must be made in writing on forms provided by the CTTPA and delivered to the track official with the allowed time limits.
 - b. Fuel violation: protest must be made before the vehicle leaves the pulling track (protest may be requested orally if forms filled out within 30 minutes of the oral protest.
 - c. All other violations: protest must be made before pulling session or within 30 minutes after the vehicle leaves the pulling track.
2. The protest must specifically identify in detail the nature of the violation and be accompanied by the protest fee in accordance with the fee schedule detailed in the CTTPA Rule Book
3. The track official shall investigate and decide the protest as promptly as possible and shall inform the parties involved in the protest of his/her decision. The track official shall make and perform or schedule any appropriate inspections to determine the legality of the vehicle. During the investigation of the protest, the protested member/vehicle will be allowed to compete until a decision has been rendered.
4. Protest Fee: (must be paid at the time of the protest)
 - a. Protests required engine/vehicle tear down \$500.00
 - b. All other protests \$100.00
 - c. If the protest is sustained, the protest fee, less the cost of any required 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.
5. Protest Review: If either of the parties does not accept the decision of the track official, the written protest shall be forwarded by the track official to the Executive Board of the CTTPA for a determination. The purse of the event involved will be escrowed as to any competitor who could be affected by the protests until a final determination has been made and/or time period for filing an appeal has expired. The CTTPA Executive Board shall conduct an inquiry as they deem necessary under the circumstances. The CTTPA 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.
6. Appeals:

- a. All protest decisions are appealable to the CTTPA Executive Board.
- b. In order to appeal the decision of the track official, the appealing member shall make a written request for an appeal and deliver it to the CTTPA office within ten (10) days of issuance of the written notice of the imposition of the penalty.
- c. A majority of the CTTPA Executive Board shall constitute a quorum for determination of any appeal and a majority of those present shall effect the decision.
- d. In addition to a determination of the violation of a protest, the CTTPA Executive Board shall have the authority to modify the penalty imposed in order to achieve the appropriate penalty.

I-17. Inspection

1. Inspections will be performed as determined appropriate by the track official and the CTTPA Executive Board.
2. On any spark ignited engines, the CID checker will be used on the winner of randomly drawn classes. The classes will be chosen at the driver's meeting. If the winner is found to be illegal, the next placing vehicle will be checked. The winner will have the option to disassemble his engine. If found to be illegal, all points and monies will be forfeited. CTTPA reserves the right to check CID of all engines at any time.
3. For fuel checks, 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.

I-18. Voluntary Compliance

Each competitor expressly agrees, by remitting membership funds and entering in an event, that by entering a CTTPA sanctioned event that:

1. For any dispute concerning any event, the rules of the CTTA or any decisions of the CTTPA officials whether or not incident to an event, shall be resolved pursuant to the procedure provided in the CTTPA Rule Book.
2. The rules of the CTTPA and any decision of the track official or CTTPA Executive Board are binding.
3. The competitor will subject his/her vehicle to any inspection determined necessary to ascertain the legality of the vehicle. The competitor will release and waive CTTPA from any liability relating to the rules contained in the CTTPA Rule Book or the conduct of a pulling event.

I-19. Sleds

All sleds must be NASOA licensed and must prominently display a decal denoting the date of approval and licensing. All sleds must be CTTPA approved. CTTPA requires that all weight boxes on sleds must be securely mounted to the frame in all positions with an adequate box brake in accordance with NASOA specifications. Any control on the sled's pan must be mechanical, specifically no hydraulic-or air-driven controls.

For complete rules concerning sleds, contact:

Tom Lashmett
North America Sled Owners Association
1916 Midway Road
Murrayville, IL 62668

I-20. Member Expectations

1. Any and all complaints, problems, or suggestions need to be directed to the CTTPA Executive Board, or one of its members. Members are asked to address the issues before or after the scheduled events, and the board will handle the issues appropriately. Members are asked to refrain from delaying the contest with issues.
2. Sled operator, tech official, and sled transporter are the only persons to make decisions on their duties and their decisions and actions are final. No interference will be tolerated.

SECTION II

General Rules

II-1. Brakes

All competing vehicles must be equipped with independent working rear wheel brakes (except 4x4 trucks). Four wheel drive vehicles must have working front wheel brakes.

II-2. Drawbars

1. 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 the CTTA tech inspector rules a vehicle drawbar is illegal and/or unsafe, the party involved can ask for CTTA Executive Board review by submitting photo and construction information to the Board. A drawbar which has provisions to be made 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 break-away type (slide out) drawbar. This rule does not apply to 4x4 trucks or two wheel drive trucks.

Diagram A

2. Drawbars must be rigid in all directions.
3. All drawbars and hitching devices will be still in all weight classes and divisions, including second drawbars and hitching devices.
4. All classes regardless of division must meet the following:
 - a. Drawbar to be a minimum of two (2) square inches total steel material at any point.
 - b. Any pin will be a minimum of 7/8".
 - c. Drawbars must be equipped with a steel hitching device not more than 1.5" by hole and a maximum of 3.5" inch round hole.
5. No portion of the vehicle may interfere with sled, chain, or hook during a pull or while being hooked or unhooked.
6. An area six inches (6") wide and twelve inches (12") high immediately above the drawbar must be free of all obstructions, including kill switches, weights, wheelie bars or second drawbars, for ease of hooking and unhooking.
7. Vehicles with second drawbars must have their primary drawbar eight inches (8") above the second drawbar. The hole in the second drawbar must be covered with a metal cover if not in use. No duct tape allowed.
8. Drawbars and wheelie bars are not to be connected to each other.
9. No trick hitches or cam type rear ends will be allowed. Drawbar distance from the center of rear axle cannot change during the pull.
10. All vehicles are required to have a tow hitch on the front of the vehicle. The hitch can extend a maximum of six inches (6") ahead of the further most front portion of the vehicle. The tow hitch will not be counted in the overall length when measuring a vehicle. The tow hitch must have a three inch (3") diameter hold positioned horizontally and be strong enough to push or pull the vehicle at its heaviest weight. The device is to be used for no other purpose.

II-3. Drawbar Heights and Lengths

Drawbars cannot be shorter or higher than the specifications listed below. Drawbar lengths are measured from the center of the rear wheels to the point of hook. No L-shaped drawbars are permitted.

Class	Height	Length
Econo-Modified Small Block Tractor	20"	18"
Econo-Modified Big Block Tractor	20"	18"
Pro-Stock 4x4 Pickup	20"	27% of wheelbase
Modified 4x4 Pickup	26"	36% of wheelbase

8500 lb. Limited Pro Stock Diesel Tractor	20"	18"
Super Stock Tractor	20"	18"
Two Wheel Drive Pickup	30"	18"
6200 lb. Modified Tractor	20"	18"

II-4. Clutches, Flywheels and Automatics

1. All torque converters and automatic transmissions must have a blanket built to the same specs as a Super Stock Tractor blanket. Blanket is to extend from rear of engine block to the front of tail housing. Blanket must be fastened forward securely with two (2) straps on each side, one above the crankshaft centerline and one below the crankshaft centerline. Blanket should have six inches (6") of overlap. Straps must be two inches (2") wide with not more than one inch (1") spacing between each strap.

Diagram B

2. All pulling vehicles using an automatic transmission must be equipped with a positive reverse gear lockout.
3. All pulling vehicles using a clutch are required to have a steel plate or steel billet flywheel. The flywheels must be made out of steel with the following mechanical properties: tensile strength of 60,000 PSI; yield strength of 40,000 PSI. If aluminum is used, it must meet the same qualifications. This rule includes all "out-of-field" tractors that desire insurance coverage at a CTTPA event. Absolutely no gray cast metal allowed in any flywheel or clutch components.
4. All Super Stock Tractors are required to have CTTPA approved a bell-housing blanket that meets the following minimum construction specifications: 20 ply ballistic nylon or 20 ply Kevlar Style 713 meeting construction: 17" wide and long enough to wrap around the bell-housing with at least a six inches (6") overlap; secured with six (6) two inch (2") side nylon web straps with steel D-ring on one end and sewn the length of the blanket (except for overlap area), and long enough to pass back through the D-ring and be tied in a saddle cinch; and with four (4) two inch (2") nylon web retaining straps each at the front and back of blanket. All Super Stock Tractor's scatter blankets must be approved by CTTPA officials prior to competing.
5. The flywheel, clutch, and pressure plate components on all vehicles in all classes must be inspected by the CTTPA official and/or CTTPA tech committee prior to pulling competition. Approved components will be marked with ID numbers and are subject to spot inspection at the tech official's discretion.
6. All Lenco type planetary transmissions must be covered with an approved blanket.
7. Clutch Automatics: clutch to be inspected and stamped, and automatic to be covered with approved blanket from back face of clutch can to the tail shaft. Straps are to be fastened forward and to the rear of the clutch/flywheel assembly. All straps must be securely fastened and the blanket must be secure against the rear of the block.
8. Liners can be used and are highly recommended except as listed in this section.
9. Any vehicle using two (2) blown or turbocharged automotive engines, three (3) naturally aspirated automotive engines, or any industrial, marine, or aircraft engine that is turbocharged or twin-staged supercharged on one clutch must use a liner in the bell-housings.
10. Clutch can liner specifications: thickness to be 1/8" 4130 moly; liner is to be secured to the can by drilling and tapping a single 1/4" hole through the bottom of the clutch can; if the liner doesn't fit, the liner length can be cut off to fit the depth of the can so that the liner begins directly behind the starting ring gear (if used). The liner must extend the full length of the can until the back of the clutch can begin to taper. If starter ring gear is not used, can liner must then extend from block saver plate rearward to where the can taper begins. Stand adjustment slot in liner should be cut directly under the slot in the can. Do not weld this piece of billet metal to the stand adjustment slot cover.
11. No lightening holes allowed on transmission face of bell-housing except for one cooling hole. This cooling hole must not exceed one inch (1") in diameter on the face of the bell-housing. Bell-housing may not be welded or repaired in the explosion area of the bell-housing.

Diagram C

12. No chemical milling allowed.
13. The inspection/maintenance hole (i/m hole) in the bell-housing shall not extend farther forward at its top edge than flush with the cross-shaft hole nor farther downward at its bottom edge than to allow $\frac{1}{2}$ " bolt diameter edge distance for the fastening holes in both the bell-housing and i/m cover. The length of the i/m hole shall be no more than 8.5" (measured in a straight line) and the ends of the hole shall be smoothly and fully radiused to produce an oval shape.
14. There shall be twelve (12) $\frac{5}{16}$ " grade 5 or better cap screws securing the cover to the bell-housing. The cover must have a plate or fillet that fits flush inside the housing. The cover and fillet must be still. The fillet must be welded to the cover and all bolts must be flush to the inside.
15. There must be five (5) bolts (minimum $\frac{3}{8}$ " in diameter) used to secure the transmission to the bell-housing. Four wheel drive trucks may have a minimum of four (4) $\frac{1}{2}$ " bolts to secure the transmission to the bell-housing.
16. All bell-housings must be flush on the inside surface.
17. All automotive type engines with bell-housing and clutches will run a full block plate, either a commercially available unit, or minimum of $\frac{3}{16}$ " steel or minimum $\frac{1}{4}$ " aluminum with five (5) $\frac{3}{8}$ " grade 5 bolts evenly spaced on the bottom of the bell-housing.

Diagram D

18. Four (4) additional bolts will be added to fasten bell-housing to block saver plate. These bolts are to be $\frac{3}{8}$ " grade 5 and between existing bolts on top half of bell-housing along with five (5) evenly spaced bolts between block saver and bell-housing on lower half.

II-5. Driveline Shielding

1. All remaining drive train, excluding any additional manual transmission, must be enclosed in $\frac{5}{16}$ " minimum steel or $\frac{3}{8}$ " aluminum, round, inside diameter not to exceed two inches (2") more than the outside diameter of the largest universal joint, fastened every six inches (6") or closer, with $\frac{3}{8}$ " or larger bolts, grade 5, or butt and seam welded, and securely mounted to vehicle's frame. This applies to all vehicles with exposed drive shafts. No more than $\frac{1}{4}$ " of end of driveline shall be visible with driveline shield in place.
2. In all divisions, if U-joints are used in any drive shaft application, the shield must be $\frac{5}{16}$ " steel or $\frac{3}{8}$ " aluminum with $\frac{1}{8}$ " steel insert in aluminum. The insert must be a minimum of six inches (6") wide.
3. All automatic transmissions with torque converters must be completely covered, 360 degrees, with a safety scatter blanket meeting CTTA standards. This must be from the back of the engine block to where the tail shaft bolts to main housing of the transmission and securely fastened in place using all straps as intended. The opening at the bottom of the transmissions/torque converter housing must be enclosed in steel (stock steel cover is acceptable). Remainder of the drive train is to be covered as prescribed in this section (except for four wheel drive trucks).
4. All modified tractor engine/automatic transmission combinations must have two (2) front motor mounts, two (2) rear motor mounts, and a support saddle for rear transmission with $\frac{1}{2}$ " maximum clearance of two (2) front motor mounts, support saddle at rear of engine with $\frac{1}{2}$ " clearance and a mount at rear of transmission. This is to prevent engine or transmission from dropping if breakage occurs.

II-6. Chassis

1. Modified tractors with frame bolted to transmission must also have the frame bolted to axle housings to prevent splitting of tractor. Must be of sufficient strength to support the weight of the tractor (with bolts removed from plate of transmission or rear end) in the heaviest class being entered.
2. All tractors must have wide front axles. Front wheels shall track with rear wheels.
3. Maximum width of vehicle cannot exceed eight foot six inches (8'6").

4. In all truck classes, air shock or air suspension-type devices are allowed as long as there are no lines or controls going to or from the device to the operator area.
5. No dirt deflectors or mud flap devices allowed behind tires in any division.
6. Wheelbase is defined as the distance between the centers of the rear wheel to the center of the front axle with wheels facing straight forward. Axles must be fixed with no means to adjust wheelbase.

II-7. Engines

1. A deflection shield is required on both sides of all engines. Shield must extend the complete length of block casting and be securely fastened. It is to be made of aluminum or steel a minimum of 0.060" thick or safety blanket material. Shields must be solid – motor mounts, filters, steering rods, etc., cannot serve as part of shield. Solid frame rails with no holes can serve as part of or all of shield, providing it covers required areas of block casting.
2. Starter motors, fuel filters, oil filters, and fuel injection pumps may not be used as shielding. Shielding may cover or pass behind starter or fuel pump.
3. Shield on all V or Y type engines (including marine or aircraft and super stock types) must extend from base of head of the uppermost point of piston, travel to two inches (2") below center of crankshaft throw, and be securely fastened.
4. Side shield must be mounted independently of the engine block. Motor mounts, block saver plate, and header mounting or chassis mounting is acceptable.
5. All blow-by tubes must exit forward of rear tires. Engine crank venting blow-by tubes must be vented below the head of that engine and extended down to the engine pan.
6. All pulling vehicles must be equipped with a dead man's throttle. All throttles working in a forward-rearward direction shall be closed in the rearward direction. No hydraulic throttle linkage allowed; it must be positive, two-way mechanical linkage. All foot throttles must have a toe strap.
7. All injection or butterfly shafts on engines must have dual return-to-idle arms and springs, one on each side.
8. All automotive engines equipped with a harmonic balancer must be approved in writing by the CTTPA Executive Board.
9. A bolt in the crankshaft to hold the dampener pulley is required.
10. All engine fans must be shrouded with steel 1/16" or thicker, 360 degrees. Electric fans are excluded from this shrouding rule.
11. Engines used in both automobiles and trucks by manufacturers are classified as automotive.
12. The only accepted formula for calculation of cubic inch displacement on any piston type engine is $0.785 \times \text{stroke} \times \text{bore} \times \text{bore} \times \text{the number of cylinders}$.
13. Shields on all Super Stock Tractor in-line engines will be from sheet metal (hood) to two inches (2") below bottom center of crankshaft throw, and be securely fastened. They may be louvered, but no expanded metal allowed.
14. Turbocharged engines will have two (2) 3/8" Grade 5 or better bolts through the horizontal portion of the exhaust. Bolts will intersect each other at 90 degrees, within one inch (1") vertically.
15. All diesel-fueled vehicles must contain a three-way shut-off valve with return to the tank. This valve must be located between the supply pump and the injection pump, and must be manually controlled from the operator compartment.

II-8. Computers

1. No computers allowed that control any mechanical operation of the competing vehicle.
2. No electronic fuel injectors or metering devices will be allowed.

II-9. Exhaust Systems

1. All exhaust systems must discharge vertically. Height to be a minimum of one foot (1') above the bend in the pipe which discharges vertically measured from the top of the pipe to bottom of the bend. All exhaust pipes must be securely attached. Vertical is defined as being within 20 degrees (in any direction) of being plumb. Final decision on variations is at the discretion of the Tech Official.

2. No rain caps allowed.
3. Megaphone pipes are prohibited.
4. Venturi type headers are allowed.

II-10. Fuel, Fuel Containers, and Fuel Lines

1. All forms of nitro-methane (nitrous oxide and propylene) are illegal as fuel or fuel additives. Legal fuels (see class rules for specific fuel restrictions) are alcohol, methanol (VP M-1), water, diesel fuel, aviation gas, gasoline, and turbine fuel. Oxygen carriers and combustion accelerators are not allowed.
2. Methanol is a clear, colorless fuel with a mild odor at ambient temperatures. Methanol is sold in two (2) U.S. Federal Grades: A and AA. Either grade is acceptable for use in CTTPA competition, or competitors should ensure that the methanol they purchase meets Federal standards of purity with no additives with the exception of upper cylinder lubricant. The purity standards for each grade are shown below.

Property	Grade A	Grade AA
Methanol content, wt, percentage, minimum	99.85	99.85
Acetone and aldehydes, ppm, maximum	30	30
Acetone, ppm, maximum	---	20
Ethanol, ppm, maximum	---	10
Acid (as acetic acid), ppm, maximum	30	30
Specific gravity, 20/20 deg C	.7928	.7928
Permanganate time, minimum	30	30
Odor	Characteristic	Characteristic
Distillation range at 100kPa	1 degree C must inc 64.6 degree	1 degree C must inc 64.6 degree
Color, platinum-cobalt scale mix	5	5
Appearance	Clear-colorless	Clear-colorless
Residual on evaporation, g/100ml	.001	.001

3. To be considered legal, methanol used in the CTTPA competition must meet Federal standards because impurities beyond the limits established in the Federal standards in the fuel will result in disqualification.
4. Competitors are cautioned to keep methanol containers tightly capped at all times to minimize the absorption of water. Competitors are encouraged to have their fuel checked for purity periodically.
5. CTTPA officials may check fuel at any event.
6. Pressurized fuels allowed in U.S. approved pressure tanks. No oxygen allowed.
7. All fuel lines to be steel braided or high pressure reinforced rubber. No plastic tubing allowed.

II-11. 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. Track officials and/or tech inspectors have the option of checking kill switches as many times as they feel adequate during an event. Switch must be checked with the engine running. The use of OHM meters and buzz boxes may be allowed, however, if there is any doubt of whether the device is installed properly, or the person using the device is not 100% certain of the readings he received, the pulling vehicle will be started to check the kill switch.
3. The kill switch must be located in the rear center of the vehicle (maximum of six inch (6") off center in any direction twenty-four (24") above the point of hook).
4. All automotive type engines, Allison aircraft, marine, industrial engines, turbine, or super stock tractor engines that are spark ignition types must use a waterproof, dustproof, tether-type safety stop switch as a kill switch on the competing vehicle.
5. On spark ignition vehicles, the kill switch must break or ground the ignition circuit. On vehicles equipped with spark ignition engines and electric fuel pump(s), the kill switch must also break current to the fuel pump(s).

6. The break-away kill switches must have attached to them a minimum two inch (2") diameter solid ring with a minimum of 1/8" cross-sectional thickness. The cable from the sled will be attached to this ring.
7. Portions of the kill switch and mounting brackets must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.
8. Kill switch rings must be secured with a single nylon tie strap (1/8"). For consistency, CTTA will supply the 1/8" tie straps during the tech inspection process at each event. The competitor will be responsible for replacing the kill switch mechanism and securing the tie strap once a kill switch has been checked by tech official.
9. If a vehicle has a kill switch or shutoff located in a legal position and it is pulled and the nylon strap breaks during a pull, and the presiding official inspects it and finds the switch capable of operating properly under normal conditions, the vehicle will be allowed to re-pull immediately or drop six (6) 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 the official before leaving the track.
10. All ignition engines must have a master shut off switch (in working order) for all motors. This switch must be within easy reach of the driver.
11. On diesel engines, the kill switch cable must activate the air shutoff. No electrical operated air shutoffs allowed.

II-12. Safety

1. If presiding official and the tech official feel a vehicle is unsafe, they have the right to prevent the vehicle from competing.
2. All pulling vehicles must be equipped with a minimum two pound (2 lb.) Type C fire extinguisher, fully charged, in working condition and convenient to the operator.
3. All drivers in all divisions must wear helmets with chin strap fastened while pulling. If vehicle has an open driver's compartment, the helmet must have a full face shield. Helmets must meet or exceed Snell 1980 rating for helmets. Loss of helmet is cause for disqualification.
4. Fire suit gloves and fire suit shoes are required to compete in the event.
5. Fire suits are mandatory for drivers in all divisions. Fire suits must meet the following requirement:
 - a. Minimum of one layer fire suit on Nomex 3 or equivalent with the exception of flip top body type pulling vehicles not equipped with working doors that are recognizable and operable from inside and outside vehicle and complete fire wall.
 - b. Drivers of these vehicles must wear three (3) layers of fire protection (three layer suit or two layer suit with Nomex or equivalent fabric underwear).
 - c. Escape hatches will not be counted as working doors.
6. A competitor must be seated in the vehicle when the engine(s) are being started and running and have complete control of the vehicle at all times.
7. A reverse safety light system is required on all pulling vehicles. A white automotive quality light that is a minimum two inches (2") in diameter must be mounted directly above or below the safety kill switch at the rear of the vehicle. A light in the driver's compartment must be operated off the same system. Both lights are to be activated by the shift lever such that it will be lit only when the vehicle is in reverse gear.
8. All pulling vehicles must be equipped with a starter interrupter on the gearshift which allows the starter to engage only in a neutral gearshift position.
9. Roll cages are required on all open cab vehicles. Roll cages will be 1-5/8" minimum in diameter with 0.120" wall. They will consist of a minimum of two (2) loops and two (2) braces which attach to the main structure. With the exception of the Two Wheel Drive Class.
10. All drivers must wear a lap belt or harness (preferred) while competing. Vehicles with a roll cage are required to have a 5 point harness.
11. All drivers in all divisions will be required to wear a full 360 degree neck collar.
12. All drivers in all divisions will be required to wear a fire sock under helmet.

II-13. Seats and Fenders

1. All tractors must have a strong and rigid seat; all tip seats must be securely fastened while pulling. All seats must have side rails that are a minimum of four inches (4") above the edge of the seat, must extend a minimum of ½ the distance from the back of the seat to the front edge, minimum strength equivalent to ½" pipe. If fenders are six inches (6") or more above the seat and are six inches (6") or less from the seat, no seat side rails are required. Seats will be thoroughly inspected by the tech official.
2. All modified tractors are required to have fenders and/or a shield between the driver and any part of the rear tire. Fender must curl a minimum of six inches (6") from vertical out over the tire. Fenders or shields must be able to support the weight of the driver.
3. Fenders or tire shields must be constructed so that when the driver is seated and his/her hands are on the wheel, he/she cannot touch the rear tire with any part of their body.
4. All Super Stock Tractors must have a shield between the driver and tire (not necessarily a fender) to consist of a solid barrier between the driver and any part of the rear tires to be able to support weight of driver. The barrier must be a minimum of six inches (6") wide at the bottom, increasing to a minimum of thirty-six inches (36") wide at the top and the barrier must curl a minimum of six inches (6") from vertical out over the tire in the same configuration as the tire.

II-14. Stabilizer (Wheelie) Bars

1. For tractors, stabilizer bars are required. The drawbar and drawbar assembly cannot be attached to the stabilizer bar assembly.
2. On modified tractors where the hitch and wheelie bars are connected to the same frame, the wheelie bars must be fastened at least four inches (4") ahead of the hitch.

II-15. Supercharger/Turbocharger

1. PSI or screw-type superchargers will not be allowed in any class.
2. Supercharger restraints will be mandatory in all applicable classes.
3. All turbochargers not under the hood must be completely shrouded (except for inlet and exhaust pipes) with steel 0.060" or thicker. Turbocharger(s) under fiberglass hoods must be completely shrouded with 0.060" metal under the area of the fiberglass (except for inlet and exhaust pipes).
4. All intercoolers located outside the normal engine shielding must be shielded the same as turbochargers not under the hood with 0.060" or thicker steel.
5. All supercharger drive components must be shrouded on the top and sides with 0.060" metal, the shield is to be wider than the drive belt or chain and securely mounted. Blower shield must be wider than all components (idler, pulleys, etc.).
6. Shield must start on the center line of supercharger housing and extend five inches (5") rearward only allowing notching to fit around accessory components.
7. Shield must extend eight inches (8") forward of centerline of blower housing and notched only for accessory components (such as air boxes).
8. On the front edge of the shield, there will be a rolled lip extending inward one inch (1").
9. Shield will be 3/8" steel bolted every two inches (2") or closer, 3/8" bolts or larger, Grade 5 or better. Shield to start at bottom of blower housing. Holes or notches allowed only for accessory components. Shield must maintain its integrity.
10. On all pulling vehicles, the tubing on the pressure side of a turbocharger to the intake must be under the hood or side shields, or be bolted or strapped securely.

II-16. Tires

1. Contests are open to pulling vehicles with rubber tires. No dual tires, tire studs, or chains permitted. All power must be transmitted through the wheels.
2. All new tires and/or tire sizes other than what is currently being used in CTTA competition must have prior CTTA Executive Board approval prior to being used.

II-17. Tire/Rim Safety Warning

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

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

II-18. Weight

- 1. Weights must be securely fastened and no transfer of weights while vehicle is moving will be allowed.
- 2. Weights must not extend rearward beyond tires (except in Two Wheel Drive).
- 3. Any ballast weight lost while hooked to the sled and under the green flag will be cause for disqualification. If weights touch the ground although they may still be attached to the pulling vehicle, the pull will be disqualified (internal breakage excepted).

SECTION III

Econo-Modified Tractor Specific Rules

Refer to Section I and II for General and Safety Rules

III-1. Engine Components

- 1. One V-8 cast iron production automotive engine block built by the original manufacturer allowed. The engine must have a cubic inch measurement not exceeding 375 cubic inches for small block engines and 475 cubic inches for big block engines. The only allowable engines are listed below:

Class	Engine Manufacturer		
	General Motors	Chrysler	Ford
Small Block	283, 327 350, 400*	318, 340 360	302, 351W 351C
Big Block	396, 427 454	383, 400 440	429, 460 460

**must be de-stroked to fit maximum cubic inches*

- 2. Only steel connecting rods are allowed. No other rods are allowed (including aluminum and titanium).
- 3. Lifters must be hydraulic flat tappet only.

III-2. Heads

Vehicles may use any cylinder head except Hemi.

III-3. Harmonic Balancers

Harmonic balancers must be approved or shrouded with 1/4" steel no more than one inch (1") from the balancer in any direction of rotation, and must be securely fastened.

III-4. Fuels

Only pump gasoline 92 octane maximum will be allowed. No aviation gas, methanol, etc., will be allowed. Fuel shall be subject to check. If the fuel is in question, the tractor tank shall be drained and refilled with premium unleaded gasoline.

III-5. Fuel Delivery

Fuel must be delivered through a carburetor with a maximum of four (4) barrels. No injection system of any style or any turbo charging or supercharging will be allowed.

III-6. Maximum Tractor Weight

Maximum tractor weight for the classes is as follows:

Small Block	5200 pounds
Big Block	6000 pounds

Weight maximums include the driver, vehicle full of fluids (oil, fuel, water, etc.) and deemed ready to compete. A minimum 200 pounds of moveable weight is recommended. No tarp straps will be allowed to secure weight.

III-7. Rear Ends/Transmissions

1. Tractor-style only rear ends and transmissions. No additional gearboxes allowed.
2. All tractors must be equipped with automatic transmissions.
3. Flywheel inspection cover must be in place.

III-8. Body Components

1. Tractors must have matching hood and grill. Hood and grill components are not required to match the rear end of the tractor.
2. No portion of a modified tractor may exceed fourteen feet (14') forward of the center of the rear end.

III-9. Tires/Rims/Wheels

1. Econo-Modified Tractors can operate with rear tires maximum size 18.4 x 38.
2. No radial tires allowed.

SECTION IV

Pro-Stock 4x4 Pickup Specific Rules

Refer to Section I and II for General and Safety Rules

IV-1. Engine Components

1. Engine used must have been an available option in that particular make of truck. No Hemi's allowed. Any legal engine is defined as one that was mass produced for OEM manufacturer. Any cast iron OEM or aftermarket block allowed. Any aftermarket cast iron head allowed. No aluminum heads. Fords must run Ford engines; Chevrolets must run Chevrolet engines, etc. Maximum engine size not to exceed 475 cubic inches. Blueprinting and balancing allowed. Porting and polishing allowed. Any compression ratio permitted. Aftermarket internal engine parts allowed. Engine must remain in stock motor mount location
2. Any type of air cleaner permitted. No ram effects or other than stock ducting allowed.
3. Valve lift is unlimited. This will be measured at the spring retainer at zero (0) lash. Any duration allowed. Hydraulic, solid or roller lifters allowed. Any type of valve spring/retainers allowed. Cam degreasing allowed.
4. One carburetor of any CFM is allowed. Forced air systems, fuel injection, etc., prohibited. Tunnel ram manifolds allowed
5. Any ignition system allowed.
6. Open headers allowed. Exhaust must exit vertically. (Refer to General Rules for more information).
7. Stock, mechanical, aftermarket, and/or electric fuel pump(s) allowed.
8. Power steering, alternator, water pump, fan, etc., may be removed, modified, or replaced; however, Pro-Stock vehicles are required to negotiate to and from pit/track area under their own power.

IV-2. Transmissions/Rear-Ends

1. Any transmission originally available and mass produced by factory is allowed in a two or four wheel drive truck. High stall torque converters and shift kits are allowed. Stock transfer case housing with aftermarket gears are allowed. No welded, fixed gears are allowed.
2. Factory limited slip or Detroit Locker type differentials are allowed. Solid, welded, or spooled differentials are allowed.

IV-3. Body Components

1. Body style must be a pickup, wheel base must not exceed 133 inches. Trucks must retain all body components as delivered from the dealer (doors, hoods, fenders, matching box, etc.). Front bumpers may be modified to facilitate addition weights and/or hooks. Front weight bars may be up to, but cannot exceed 8'6" in width. Rear bumpers and tailgates may be removed. Single bucket seat may be used in place of factory seat, but must be securely fastened. Fender splash guards (i.e. wheel wells, tubs, etc.) may be removed, but must be shielded (can be a bed cover, aluminum, etc.). The hood may be modified to accommodate headers, air cleaner, etc... All windows and windshield must be in place as intended by the manufacturer, and may be either Lexan or glass.
2. Springs and shocks may be modified. Traction bars, ladder bars, etc., are allowed. Removal of rear leaf springs, etc., is allowed.

IV-4. Tires

1. Any tire tread width is allowed.
2. Tires do not have to be DOT approved.
3. No bar tires, studs, dual tires, tire chains, lugs, or belts allowed.
4. Any rim height allowed, and different wheel offsets are allowed.
5. Outside edge of the narrow axle must overlap the centerline of the tire on the wide axle by at least one inch (1").
6. No tire over 33" in height allowed.
7. Wheel base limit must not exceed 133".

IV-5. Brakes

1. Front wheel brakes must be in satisfactory operating condition at the time of inspection.
2. Rear brakes may be removed.
3. Brake lines that pass through bell-housing area must be protected by 1/4" steel securely fastened to frame.

IV-6. Fuel

1. Maximum octane of fuel is 130.
2. Octane boosters allowed.
3. Use of alcohol, nitro methane, benzene and/or nitrous oxide prohibited. No special pressurized fuel systems allowed.
4. The only approved fuels are listed below. No other fuels are allowed:
 - a. Sunoco Purple
 - b. C12
 - c. Track Tech (TT-111)

IV-7. Weights

All weights must be safely secured to truck and must not extend forward more than sixty inches (60") from the centerline of the front wheel.

SECTION V

Modified 4x4 Pickup Specific Rules

Refer to Section I and II for General and Safety Rules

V-1. Engine Components

1. All Modified 4x4 trucks are allowed naturally aspirated engines only. Engine size limit is 650 cubic inches. All automotive engines may run a maximum of two (2) valves per cylinder. Engines are limited to one spark plug per cylinder.

2. Engines must be behind the stock grill and in front of stock firewall. Trucks may run without radiator, and engine may be moved forward, but must remain behind the grill. "Entire engine" is defined as anything that is bolted to engine block except high performance starters and crankshaft drive. Rear of engine block may not be moved forward of centerline of front axle.

V-2. Body Components

1. Fuel injection, carburetors and headers may protrude through the hood. Bubble or scoop is optional, but if used, the scoop or bubble must cover the carburetors or fuel injection if induction system protrudes through the hood. Truck must have hood, grill, and fenders in place as intended by the manufacturer. CTTPA Executive Board will make decisions regarding any variance.
2. Hood line variance: the original hood lines should be kept and a three inch (3") maximum clearance opening will be allowed for speed equipment clearance. Must be within three inches (3") outside headers unless they are under fender style. If out from under fender-style, the hood must come within three inches (3") of any part of motor projecting above hood line.
3. Frames may be different from the make and model of the truck body. Frame must be the main supporting member of the chassis. Tubular still frame allowed. Center of wheels cannot exceed +/- six inches (6") of fender wells for wheelbase being used. Any vehicle may run up to a maximum of 133" wheelbase. Wheels must be within fender wells as prescribed above; body may be stretched in the middle to accommodate the wheelbase.
4. The outside edge of the tire on the narrow axle must overlap the center of the tire on the wide axle by at least one inch (1").
5. Four wheel drive trucks must have a metal or fiberglass cab and outer skin, no cab and bare chassis or flat bed permitted.

V-3. Weights

All weights must be safely secured to truck and must not extend forward more than sixty inches (60") from the centerline of the front wheel.

SECTION VI

Super Stock Tractor Specific Rules

Refer to Section I and II for General and Safety Rules

VI-1. General

1. All super stock chassis shall consist of the following:
 - a. The stock engine OEM block that will operate with the stock crankshaft for that model without any alterations for chassis mounting. Updated branding allowed as long as the updates stay within the family progression (i.e., IHC to Case IH, Ford to New Holland, etc.)
 - b. The stock transmission housing or manufacturer's replacement.
 - c. The OEM engine block cannot be modified externally in any way except for normal repair or for the mounting of fuel injection pumps.
 - d. Internal webbing and water jackets to remain intact with provisions to rebore engine block provided.
 - e. Any alterations to the chassis shell must have the written approval of the CTTPA Executive Board before the tractor in question will be considered a legal CTTPA entry. The criteria used by the board will be the retention of stock appearance.
 - f. 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.
 - g. On all Super Stock Tractors, the clutch housing, transmission case, rear end housing, and axle housings must be OEM with no aluminum replacements.
2. Component tractors are allowed as long as they meet the rules set forth.

VI-2. Engines/Shielding

1. One piece engine main cap bearings allowed.
2. One piece main cap is not considered a girdle.
3. Super Stock Tractors are limited to a maximum of three (3) pressure stages with a maximum of four (4) turbochargers.
4. Metal deflection shield between driver and engine from top of hood to top of torque tube or transmission housing or clutch housing from side shield to side shield. This shielding also serves as a flash fire shield.

VI-3. Maximum Tractor Weight

Maximum tractor weight is 8200 pounds, including a recommended minimum 200 pounds of movable weight. Legal weights include driver, weights, and fluids (fuel, oil, water, etc.), and considered competition ready.

VI-4. Rear Ends

Planetaries on Super Stock Tractors are considered part of the final drive and are not removable.

VI-5. Body Components

1. Super Stock Tractors must have a hood grill in place as intended by the manufacturer.
2. Sheet metal can be upgraded to present manufacturer with CTTPA Executive Board written approval.
3. Sheet metal upgrade cannot cross original manufacturer's lines. For example, Case to IH, or Oliver to Minneapolis Moline is not allowed.
4. Stock appearance of the tractor must be retained.
5. Distance from the center of rear axles to foremost part of hood must be same length as that model of the upgraded sheet metal.
6. Wheel base rule applies according to the model of the upgraded sheet metal.
7. Super Stock chassis rule applies according to the original chassis, not to the model of the upgraded chassis.
8. Any alterations to the stock appearance must have written CTTPA Executive Board approval before tractor in question is considered a legal CTTPA entry.
9. All engine blocks must remain in stock location as intended by the manufacturer.
10. Sheet metal is to be stock length and in stock location. Criteria are to maintain original appearance.
11. Maximum of 114" wheelbase, unless originally produced with longer wheelbase, then must remain stock length. Maximum length of 13' from center of rear wheel to forward most portion (excluding tow hooks).
12. Tractors available for purchase as only in a four wheel drive model are not eligible as a Super Stock Tractor entry.
13. At least 150 units of the tractor in question must have been manufactured. To prove that the tractor is a legal entry, the tractor must have a notarized statement from the manufacturer. The entrant must also furnish part numbers.

VI-5. Tires

Tractors have a limit of 30.5" on width of the tires. Rim diameter is limited to 32" on tire widths over 24.5". Width is determined by manufacturer's size.

SECTION VII

Two Wheel Drive Pickup Specific Rules

Refer to Section I and II for General and Safety Rules

VII-1. Hitches

1. All trucks must have floor or bed cover.
2. Trucks may compete without tailgate or rear door(s) for greater hook point visibility.

3. No portion of the vehicle may interfere with sled, chain, or hook during a pull, or while being hooked or unhooked.
4. An area six inches (6") wide and twelve inches (12") high immediately above the drawbar must be free of all obstructions (including weights, wheelie bars, second drawbars, etc.) for ease of hooking and unhooking.
5. Hitch height not to exceed thirty inches (30").

VII-2. Driveline and Shielding

1. All trucks must have three (3) round metal loops shielding each driveshaft (two piece driveshaft's will have six (6) metal loops). 360 degree loop must be a minimum of 3/8" thick aluminum or 5/16" steel, 3/4" wide (or wider) and not more than two inches (2") from the shaft in any direction. End loops to be placed no further than six inches (6") from U-joints, with third loop in the center of shaft, or can be solid tube (3/8" aluminum or 5/16" steel) meeting the above requirements. If planetary reductions at wheels are used, then modified tractor driveshaft shield criteria applies. No cast metal allowed.
2. All driveshafts between engine and transmission must have solid shielding of 3/8" aluminum or 5/16" steel (minimum).
3. All trucks will have 360 degree metal shield around all U-joints, 3/8" aluminum or 5/16" steel minimum. Width must be six inches (6") at minimum. In all divisions, if U-joints are used in any driveshaft application, the shielding must be 3/8" aluminum or 5/16" steel, with 1/8" steel insert in aluminum. The insert must be a minimum of six inches (6") wide. If a split design is used, mount as described in Driveline Shielding Rule #1.
4. Axle and hub bolt shield required, except where planetary final drives are used. Shielding must be a minimum of 0.060" thick. Minimum diameter of axle end or hub bolts to be covered on both front and rear axles. Mounting shield cannot be mounted to axle end or to hub bolts. A hole may be installed in center 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.
6. Engine to clutch to transmission to be constructed and shielded like modified tractor (see Clutches, Flywheels, and Automatics). Transmission to final driver to be constructed and shielded like Modified 4x4 trucks unless planetary rear end is used. If planetary final drive is used, Modified Tractor shielding to be used.

VII-3. Engines

1. Vehicles are limited to a single automotive-type engine.
NOTE: Automotive engine is any engine or its replica available in a passenger car; maximum of eight (8) cylinders. A replica to be considered legal must accept and swing a stock crankshaft. No diesel engines permitted.
2. All engines must be behind grill and in engine compartment unless the CTTA Executive Board approves a variance in writing.
3. Trucks must conform to a provision of Modified Tractor engine shielding.
4. Maximum engine size is 575 cubic inches.
5. Engines may run dual plug heads with two (2) valves per cylinder.
6. If battery is inside the cab, it must be safely enclosed and securely fastened down.
7. No radiator, heat exchanger, and/or water hoses allowed inside the driver's compartment.

VII-4. Body and Chassis

1. Any body style is allowed.
2. Competitors will be allowed to use stock appearing pickup and van fiberglass bodies and body parts.
3. Side doors must be mounted and closed if truck is manufactured with doors. All truck doors must have a single latch design, allowing door to be opened from both inside and outside.
4. All vehicles with non-working doors must have a means to lift body from outside the vehicle and escape hatch in roof.

5. Trucks must have safety glass or Plexiglas in windshield and rear window. Tinted windows that impair track official's view of driver's compartment are unacceptable.
6. All vehicles are to have vertical bumpers to prevent vehicles from passing over buckboard of sled while hooking or unhooking. Bottom to be a minimum of twenty-four inches (24") from the ground. Bumper to extend minimum of four inches (4") vertically. Must be of rigid construction.
7. Fuels are methanol and gasoline.
8. All trucks must comply with CTTPA General Rules on safety, fuel, etc., unless there is a specific rule for trucks on the specific item in question.
9. Maximum length of vehicle to be fifteen feet (15') from center line to rear axle to forward most portion of vehicle (including weight racks, etc.). Front wheels and axles to remain centered in front wheel well.
10. Weights are not to exceed forward of Rule 11 above not rearward more than twelve inches (12") from hitching point or past rear of vehicle, whichever is greater, but not to interfere with hooking and unhooking of vehicle. The area six inches (6") wide and twelve inches (12") high immediately above and behind drawbar must be free of all obstructions, including weights, wheelie bars, and second drawbars for ease of hooking and unhooking.
11. All pertinent criteria of Modified Tractor safety, construction and operation will be adhered to unless special variance is noted in this section.
12. Front and back glass or Plexiglas is required. Factory tinted glass is acceptable, but stained or smoked glass is not allowed on any windows. Tinted windows that impair track official's view of the driver compartment are unacceptable.
13. Funny car type body and/or fiberglass body must have an escape hatch or doors in the top or back of the body.
14. Truck must have hood, grill, and fenders in place as intended by the manufacturer. The hood lines should be kept and a three inch (3") maximum clearance should be kept, and a three inch (3") maximum clearance opening will be allowed for speed equipment. This must be three inches (3") within the back face of the block following the original hood lines or body lines. Must be within three inches (3") of outside headers unless headers are under fender style, the hood must come with three inches (3") of any part of motor protruding above hood line.
15. Truck must maintain original appearance.
16. Truck must have a presentable van/pickup bed with cover or flatbed in place.
17. No fuel tank inside of operator compartment. No fuel pressure gauges, fuel pumps, and/or fuel lines inside operator compartment.
18. Chassis (frame) may be truck frame or fabricated frame like Modified Tractors.
19. Driver must be in original driver's compartment.
20. Axle and hub bolt shield required on all rear ends, unless it is a planetary rear end.
21. All Two Wheel Drive vehicles must have bumpers to prevent vehicles from passing over buckboard of sled while backing up to hook or unhook.

VII-5. Safety

1. All vehicles must have a complete firewall with no holes except for controls. All vehicles that do not have working doors must carry an on-board fire system Type C with a minimum of four (4) nozzles located within the driver's compartment/engine compartment.
2. All flip-top type bodies must have a safety lock to hold up the body.
3. All shielding on superchargers, turbochargers, centrifugal superchargers, intercoolers, etc., are to be the same as Modified and Super Stock Tractors.

VII-6. Tires

Rear tire, diameter shall not exceed 143" circumference when mounted on an 18" rim and inflated to 28 PSI. The ground patch is not to exceed 19" based on original tread.

SECTION VIII

6200 lb. Modified Tractor Specific Rules

Refer to Section I and II for General and Safety Rules

VIII-1. Engines/Shielding

1. Modified tractors are those using a combination of engine(s), transmission(s), and final drives.
2. Modified tractors are limited to the following motor configurations:
 - a. Automotive style engine using alcohol or gasoline fuels.
 - b. Two (2) valve heads.
 - c. Turbo with a single compression stage.
 - d. 575 cubic inch limit for blown engine.
 - e. Blowers up to 14-71 with overdrive limits of 45%.
 - f. Combined displacement of multiple naturally aspirated engines to 1200 cubic inches.
 - g. T53 or T58 turbines must meet NTPA safety regulations.
 - h. Allison on gas with supercharger limits.
 - i. No diesels.
 - j. Other possible combinations may be presented for Board approval.

VIII-2. Maximum Tractor Weight

Maximum tractor weight is 6200 pounds, including a recommended minimum 200 pounds of movable weight. Legal weights include driver, weights, and fluids (fuel, oil, water, etc.), and considered competition ready.

VIII-3. Rear Ends/Drives

No driveshaft over 48" long allowed. No input or output shaft that attaches to driveshaft can extend more than four inches (4") beyond a bearing.

VIII-4. Body Compartments

No portion of a Modified Tractor may exceed fourteen feet (14') forward of the center of the rear end.

VIII-5. Tires

1. Tractors have a limit of 30.5" on width of the tires. Rim diameter is limited to 32" on tire widths over 24.5". Width is determined by manufacturer's size.
2. No tire repairs are allowed on rear tires (boots, section repair, vulcanized spots, etc.).

SECTION IX

8500 lb. Limited Pro Stock Diesel Specific Rules

Refer to Section I and II for General and Safety Rules

IX-1. Engines and Components

1. Maximum engine size will be 467 cubic inch diesel only.
2. OEM cylinder head must be cast iron, manufactured by the same company as the block.
3. One diesel "P" pump with a maximum of 13MM plungers. Only one plunger per cylinder.
4. One turbo any size or make.
5. No RPM limit.
6. No intercoolers allowed.
7. Turbo shielding mandatory according to General Rules.

8. OEM intake manifold and OEM exhaust manifold must be used.
9. Engine must be in a stock location and mount to OEM bell-housing, OEM transmission, and OEM rear end.
10. No aftermarket gearboxes or quick change gearboxes allowed on tractor.

IX-2. Tires

Maximum tire size will be 30.5" x 32".

IX-3. Weight

1. Maximum weight of the tractor ready to compete is 8500 pounds.
2. All tractors are recommended to include a minimum of 200 pounds movable weight (included in the 8500 pound maximum).

IX-4. Transmissions/Drive trains/Rear Ends

1. Hood and grill will match the tractor model. Sheet metal may be updated through the general progression of the brand, including mergers and acquisitions.
2. All sheet metal will be in the stock location for the tractor model.
3. Clutch must be pedal operated and must meet Super Stock Tractor clutch rules.
4. Approved safety blanket required.

IX-5. Safety

1. All tractors must have a three (3) bar roll cage. Please see Super Stock or Modified Tractor rules for specifications.
2. All Super Stock Tractor safety rules must be followed.

IX-6. Fuel

1. Must run diesel fuel ONLY.
2. Water injection only. No Nitrous Oxide, LP gas, alcohol, or other non-approved additives allowed.

IX-7. Length

All tractors will follow the CTTPA Super Stock Tractor rules pertaining to length.

IX-8. Other Rules

All CTTPA General Rules MUST be followed.

SECTION X

Naturally Aspirated and Blown Mini Rods

Refer to Section I and II for General and Safety Rules

X-1. Rules

1. All tractors will follow the 2011 Official Rules and Regulations for the Outlaw Hot Rod Pulling Association.

CTTPA Hall of Fame

The CTTPA Hall of Fame is reserved for those who make the Colorado Truck & Tractor Pullers Association, Inc., the best it can be. They dedicate themselves to tirelessly promoting fair competition, good sportsmanship, and above all, the creation of good role models for our youth.

1994	Chuck VanBerber
1995	Gary Sporhase
1996	Merle Luther
1997	Lyle Nelson
1998	Craig Clark
1999	Penzoil Measuring Crew
2000	Earl Fulton
2001	Dallas Schneider
2002	Ron Greene
2003	Lloyd Durfee
2004	Pete and Linda Lussetto
2005	Bill Schwarz
2006	Ken and Carol Wilson
2007	Jim Walker
2008	Jon Gilliland
2009	Steve Gilliland
2010	Roy Peters
2011	Larry Kern
2012	Dan Davis, Jr.
2013	Stan Meissinger
2014	Kenny Wilson

2014 Points Champions

Pro Stock Two Wheel Drive

1st Shawn Walker
Evans, Colorado

Econo-Modified Small Block Tractor

1st Jeff Wiges – Redneck Binder
Fort Morgan, Colorado

2nd Roy Peters – Gator
Bridgeport, Nebraska

3rd Jerry Bauman - Farminator
Goodland, Kansas

Pro-Stock 4x4 Pickup

1st Kenneth Wilson - Incognito
Manzanola, Colorado

2nd Kenny Wilson – Rocky
Manzanola, Colorado

Econo-Modified Big Block Tractor

- 1st Stan Meissinger – Plum Nasty
Goodland, Kansas
- 2nd Roy McGuire – Steady As She Goes
Manzanola, Colorado
- 3rd Kenny Wilson – Teacher’s Pet
Manzanola, Colorado

Modified 4x4 Pickup

- 1st Lee England
Cheyenne, Wyoming
- 2nd Bill Schwarz – Junk Yard Dog
Oakley, Kansas
- 3rd Jim Walker – Gone Nuts
Greeley, Colorado

Two Wheel Drive

- 1st Danny Davis – Lack of Common Cents
Goodland, Kansas
- 2nd Kenneth Wilson – Medicine Van
Manzanola, Colorado

6200 lb. Modified Tractor

- 1st Darold Zimmerman – The Bandit
Grainfield, Kansas

8500 lb. Limited Pro Stock Diesel Tractor

- 1st Dirk Bauerle – High Dollar Hooker
Imperial, Nebraska

Naturally Aspirated Mini Rod

- 1st Mike Smeal – Ground Pounder & Plow Jockey
Snyder, Nebraska
- 3rd James Warta – Nightmare
Bertrand, Nebraska

Blown Mini Rod

- 1st Gary Burman – Heavy Breather III
Sumner, Nebraska
- 2nd James Warta – Assassin
Bertrand, Nebraska

2014 Award Winners

Hard Luck Puller

Chris Hayward
Scottsbluff, Nebraska

Sportsmanship Puller

Mike and Gaye Smeal
Snyder, Nebraska

Professional Pulling Team

Dan and Danny Davis
Briggsdale, Colorado

Pull of the Year

Morgan County Fair
Brush, Colorado
Brush Young Farmers

Puller of the Year

Lee England
Cheyenne, Wyoming