

U.S.P.A RULEBOOK

ELIGIBILITY OF CONTESTANT

1. All contestants must be a current member of the U.S Pullers Association, or pay a per day membership fee. Contestants must be 18 years of age or 16 years of age and have parents' consent or guardians; written consent.
2. All competitors in all divisions which require SFI approved clutch, flywheel, and bellhousing components are required to have a notarized clutch, flywheel and bellhousing components statement on file in the member's organization's office prior to receiving a current competing membership car.
3. **All competitors must sign the Waiver and Release form in order to be allowed to compete.**

GENERAL RULES

1. All divisions that are required to use an SFI-approved rollcage must have a five-point restraint harness and driver seat mounted to the rollcage structure, independent of the tractor chassis. The five-point restraint must be a quick-release design and be securely fastened during competition.
2. No tying down vehicle to drawbar or drawbar support while in transport.

BRAKES

1. All competing vehicles must be equipped with working rear wheel brakes (except Four Wheel Drive Trucks).
2. Four Wheel Drive Truck brakes must slide all four (4) wheels.
3. All driveline brakes must have 3/8" steel, 360 degrees around brake components, and both ends must be closed with 1/8" steel or greater.

DRAWBARS

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 center line of the rear axle of the vehicle. A drawbar which has provisions to be made shorter than the 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.
2. The hold up/down device is to be within 6" maximum forward of hook point. In tractor and two-wheel drive truck classes, drawbars are to be rigid in all directions and must have a device to support the drawbar from side to side movement a maximum of 6" forward of hook point.
3. Drawbar must be rigid, with no movement allowed. Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground within 1 ½ inches, plus or minus, per foot of length. This formula translates to a legally allowed 10 degrees or less of drawbar angle. Drawbars must be parallel to the ground, with the exception of 4WD Trucks.

DRAWBAR HEIGHTS AND LENGTHS

1. Drawbars cannot be shorter nor higher than specifications listed below. Drawbar lengths are measured from the center of the rear wheels to the point of hook.

CLASS	DRAWBAR HEIGHT	MINIMUM DRAWBAR LENGTH
Tractors	20"	18"
2WD Trucks	30"	18"
4WD Trucks	26"	30% of Wheelbase

2. Drawbars must be rigid in all directions. All drawbars must be parallel to ground with the exception of 4WD Trucks.
3. All drawbars and hitching devices will be steel in all weight classes and divisions.
4. All truck and tractor classes up to 8200 lbs. regardless of division, must meet the following: Drawbar to be a minimum of 2 sq. inches' total material (steel) at any point. This will include the area of the pin with the pin removed. Any pin will be minimum of 7/8". Drawbar must be equipped with a steel hitching device not more than 1 1/2" x 3 3/4" long and 3" wide.
5. All classes weighting above 8200 lbs. must meet the following: Drawbar to be a minimum of 2 1/2 square inches' total material (steel) at any point. This will include the area of the pin with the pin removed. Any pin will be minimum of 15/16" Drawbar must be equipped with a steel hitching device not more than 1 1/2" x 1 1/2" square (1 1/2" round stock), nor oblong shaped hole 3 3/4" long and 3" wide.
6. No portion of vehicle may interfere with sled, chain or hook during a pull or while being hooked or unhooked.
7. An area 5" wide and 12" high immediately above and below the drawbar must be free of all obstructions (including weights, stabilizer bars, and second drawbars) for ease of hooking and unhooking.
8. Vehicles with second drawbars must have their primary drawbar 8" above the second drawbar. Hole in second drawbar must be covered if not in use.
9. Drawbars and wheelie bars are not to be connected.
10. No trick hitches, no cam type rear ends. Drawbar height or distance from center of rear axle cannot change during pull. Drawbar must be rigid in all directions. All rear ends will be bolted or welded to frame to prevent any movement.
11. The competing vehicle will not be tied down to the tow vehicle through or on the drawbar or drawbar support in any way while in transport.
12. No L-shaped drawbars will be permitted in any division.
13. Super Stock, Pro Stock, and Super Farm tractors must utilize at least two OEM drawbar mounting bolts and attach them to the before described drawbar with at least two 3/8-inch x 2-inch steel straps. On tractors with "A" frame type drawbar support in the stock application, i.e., 4010-4020 or all small block JD tractors that are supported by a load sensing shaft, the original mounting points for the straps would be the load sensing shaft.

CLUTCHES, FLYWHEELS AND AUTOMATICS

1. All torque converters and automatic transmissions must be equipped with an SFI 4.1 blanket. All automatic transmissions with torque converters must be completely covered, 360 degrees with an SFI SPEC 4.1 blanket, from the back of the engine block to where the tail shaft bolts to the main housing of the transmission and fastened securely in place forward with four straps. The opening

at the bottom of the transmission-torque converter housing must be enclosed in steel. (Stock steel is acceptable.) Blanket is to extend from rear of engine block to front of tailhousing. Blanket must be fastened forward securely with two straps on each side, one above the crankshaft centerline and one below crankshaft centerline. Blanket should have 6" of overlap. Straps must be 2" wide with no more than 1' spacing between each strap.

2. All pulling vehicles using an automatic transmission must be equipped with a positive reverse-gear lockout.
3. All pulling vehicles using a clutch will be required to have a SFI SPEC. 1.1 or SFI SPEC. 1.2 steel plate or steel billet flywheel. The flywheels must be made of steel with the following mechanical properties: Tensile strength- 60,000 psi. Yield strength- 40,000 psi. If aluminum is used it also must be SFI SPEC. 1.1 Positively no gray cast metal allowed in any flywheel and clutch component.
4. All Super Stock, Pro Stock Super Farm and lesser levels of tractors exceeding manufacturer's rated engine rpms are required to have an SFI SPEC 4.2 bellhousing blanket that meets the following minimum construction specifications: 17 inches wide and long enough to wrap around the bellhousing with at least 6 inch overlap; secured with six 2 inch wide nylon web straps with a steel D-ring on one end and sewn the length of the blanket (except for overlap area), and long enough to pass back through D-ring and be tied in a saddle cinch; and with four 2 inch nylon web retaining straps each at the front and back of blanket.
5. The flywheel, clutch, and pressure plate components on all vehicles in all classes must be SFI approved and numbered components. The flywheel, clutch, and pressure plate components on all vehicles in all classes are subject to spot inspection.
6. All Lenco type transmissions, excluding reverser, must be covered with an SFI SPEC 4.1 blanket.
7. Clutch Automatics – clutch must be SFI 1.1 or SFI 1.2 approved. Automatic to be covered with SFI 4.1 blanket from back face of bellhousing to the tail shaft.
8. Straps to be fastened forward and to the rear of clutch/flywheel assembly. All straps must be securely fastened and the blanket must be secure against the rear face of the block.
9. Modified tractors, 2WD trucks and 4WD trucks must use approved bellhousing. Bellhousing must be originally purchased and initially installed as an SFI 6.2 or 6.3 bellhousing, with SFI inspection sticker in place.
10. Pro Stock and Diesel 4WD trucks must have an SFI approved clutch and flywheel. An SFI approved blanket is required around bellhousing or SFI approved clutch can. All torque converters, automatic transmissions must be equipped with an SFI 4.1 blanket.
11. No lighting holes allowed on the transmission face of the bellhousing. One cooling hole allowed, maximum 2" in diameter on the face of bellhousing. Bellhousing may not be welded or repaired in the explosion area of the bellhousing.
12. No chemical milling.
13. The inspection/maintenance hole (i/m hole) in the bellhousing 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 one ½" bolt diameter edge distance for the fastening holes in both the bellhousing and the i/m hole shall be no more than 8 ½" (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) 5/16" Grade 5 or better cap screws securing the cover to the bellhousing. The cover must have a plate or fillet that fits flush inside of the housing. The cover and fillet must be steel. The fillet must be welded to the cover and all bolts must be flush to the inside.

15. There must be five bolts used to secure the transmission to the bellhousing, 3/8" minimum diameter or four (4) 1/2" bolts.
16. All bellhousing must be flush on the inside surface.
17. All automotive type engines with bellhousings and clutch will run a full block plate, either a commercially available unit, or minimum 3/16" steel or minimum 1/4" aluminum with five (5) 3/8" Grade 5 bolts evenly spaced on the bottom of the bellhousing. Block saver plate must have no visible holes.
18. SFI certified bellhousing with Crowrer stand adjustment slot are acceptable.
19. Add four (4) additional bolts to fasten bellhousing to block saver plate. These bolts are to be 3/8" Grade 5 and between existing bolts on top half of bellhousing, along with five (5) evenly spaced bolts between block saver and bellhousing on lower half.
20. Titanium approved for bellhousing.

AVIATION, MARINE AND INDUSTRIAL ENGINES

1. On aviation, marine and industrial engines in tractor pulling applications where a gear box is used between the engine crankshaft and clutch, the gear box output shaft must not exceed one and one half times (1.5:1) the speed of the crankshaft. No torque converters allowed behind the gear box. The shaft that accepts the flywheel must be made of solid billet steel and of 2 1/4" minimum diameter, to be heat treated 4140 steel, 30 to 38 Rockwell. All clutch assemblies used in this application must meet SFI specifications. Clutches are limited to a maximum diameter of 11". The bellhousing must meet SI specifications. Bellhousing to be bolted to a 1/4" steel plate or greater with a minimum of twelve (12) 3/8" Grade 5 bolts evenly spaced around bellhousing. The 1/4" plate to which the bellhousing is bolted must be securely fastened to the frame by eight (8) 3/8" bolts, Grade 5, four on each side of the frame. The gear box must be securely attached to the rear of the engine. Gear box will be mounted and secured to the tractor subframe in such a manner to withstand lifting the entire tractor weighted for the lightest class it can legally enter. The gear box must be constructed of 3/8" steel or 3/4" aluminum or greater. Drivers of tractors using this type of arrangement must provide officials with positive proof of gear box speed.
2. On aviation, marine, and industrial engines in pulling tractor applications with the clutch mounted on the crankshaft or on a shaft connected to the crankshaft, the shaft or adapter which accepts the flywheel must be made of solid billet steel, and of 2 1/4" minimum diameter, to be heat treated 4140 steel, 30 to 38 Rockwell. All clutch assemblies used in this application must meet SFI specifications, diameter limited to 11". Bellhousing to be bolted to an engine plate with a minimum of twelve (12) 3/8" Grade 5 bolts evenly spaced around the bellhousing. Engine plate to be 1/4" steel plate or greater, or 3/8" aluminum plate or greater. The plate to which the bellhousing is bolted must be securely fastened to the engine or frame by at least eight (8) 3/8" bolts, Grade 5, four on each side of the frame. If using a single rail design, the 1/4" plate on the front of the bellhousing must be securely fastened to the frame by eight (8) 3/8" bolts, four on each side of the frame.
3. On aviation, marine, and industrial engines used in tractor pulling applications where clutch or torque converter is mounted on crankshaft: clutch or torque converter must be mounted on crankshaft. All clutch components shall be required to have all steel, aluminum or ductile iron components, and must meet SFI specifications for this application. Maximum diameter, 14". Positively no gray cast iron. Tractor shall be required to have entire clutch or torque converter

area enclosed, front and rear, 36 degrees' coverage, with 3/8" minimum thickness steel, 1/2" distance from rotating mass, minimum 12" wide, and cover the clutch and all components.

DRIVELINE SHIELDING

1. All remaining drive train, excluding any additional manual transmissions, must be enclosed in 5/16" minimum steel or 3/8" aluminum, round, inside diameter not to exceed 2" more than the outside diameter of the largest universal joint, fastened every 6" or closer, with 3/8" or larger bolts, Grade 5, or butt and seam welded, and securely mounted to vehicle frame. Applies to all tractors with exposed drive shaft. No more than 1/4" of end of driveline shall be visible with driveline shielding in place.

All modified tractor engine/automatic transmission combinations must have:

2. Two front engine mounts, two rear engine mounts, and a support saddle for rear of transmission, with 1/2" maximum clearance

(OR)

3. Two front engine mounts, support saddle at rear of engine with 1/2 inch clearance and a mount at rear of transmission. (NOTE: This is to prevent engine or transmission from dropping if breakage occurs.)
4. On multiple engine tractors with inline engines if starter ring is used between motors, the starter ring must be covered 360 degrees, and both ends closed with 1/4" steel or greater, to be securely fastened. An engine block plate may be used for back (behind starter ring) portion of this shield only.
5. In all divisions if U joints are used in any drive shaft applications, the shielding (6" wide) must be 5/16" steel or 3/8" aluminum with 1/8" steel insert in aluminum. The insert must be a minimum of 6" wide.
6. A minimum of 1" material between bolt and end of drive shaft shield. A minimum of 1" material to be in pilot holder at each end of the drive shaft shield. A minimum of eight 3/8" grade #8 bolts to hold carrier bearing assembly if attached to a vertical plate.

CHASSIS

1. Modified tractors with frame bolted to transmission shall also be bolted to axle housing to prevent splitting of tractor. Must be of sufficient strength to support the weight of the tractor in the heaviest class being entered with bolts removed from plate of transmission or rear end.
2. All tractors shall have wide front axles. Front wheels shall track within the rear wheels.
3. All competitors are required to have a tow hitch on the front of their vehicle. The hitch can extend a maximum of 6" ahead of the furthest front portion of vehicle, (hitch will not be counted in length when measuring vehicle). The hitch must have a 3" diameter hole, preferably positioned horizontally, and strong enough to push or pull vehicle at its heaviest weight. The device is to be used for no other purpose.
4. Tractor Skid Plates- front axle skid plates are required.
Specs are:
 - A. Skid plate must be mounted in line with each frame rail and extend from the center of the front axle forward (on both sides) equal in strength to frame rail material. Skid plate

surface to be a minimum of 4 inches wide and 12 inches long with a minimum 6-inch curve when measured from the front most part of the rolled edge.

Or

- B. Front axle support to be made of 2.00" x .095" chrome moly tubing or 2.00" x .120" mild steel tubing or same material as tractor frame rails. Front axle support should connect to each frame rail inline and extend toward front of tractor. Front skid/front axle support should have radius to prevent digging into track. Front axle support should be strong enough to support front end weight of tractor. Support should be a maximum of 4-inch ground clearance. NOTE: Skid plate must be able to support the weight of the front end when checked with a jack. Maximum of 4-inch ground clearance.

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. 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 on shield. Solid frame rails with no holes can serve as part or all of shield, providing it covers required areas of block casting. It is recommended that a quick release fastener be used (winged Dzus type or cotter pin type hood pins). Use of bolts with nuts, screws, locks are discouraged. (Reason-ease of access in case of emergency- fire, run-off, et.) All inline engines are required to have an additional inner side shield consisting of .125 (1/8) inch thick steel or titanium or .250 (1/4) inch thick aluminum inside the current .060-inch steel or aluminum side shields with a minimum of 1/2 inch air gap. This shield is independent of the current side shield and must be attached to the vehicle chassis (frame) with a minimum of 5/16 fasteners at both ends and center on the bottom and to the engine block at both ends (bolted solid or with a length of 5/16 chain) at deck height on the top. This shield must extend from the bottom of the head to the centerline of the crankshaft and extend the full length of the block on each side of the engine.
2. Shielding on all Super Stock, Pro Stock, Super Farm or lesser stock class engines will be from sheet metal (hood) to 2" below bottom center of crankshaft throw, and be securely fastened. They may be louvered, but no expanded metal. All tractors that require tools for the removal of side shields must be equipped with an onboard fire control system. System must place on nozzle on each side of engine, inside the engine compartment not to be attached to the sheet metal.
3. 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.
4. Shielding on all V or Y type engine (including marine or aircraft) must extend from base of head or the uppermost point of piston travel to 2" below bottom center of crankshaft throw, and be securely fastened.
5. Piston powered aircraft, industrial or marine engines must have a minimum of 0.120" thick side shields added to current layer to bring it up to the new 0.120" is acceptable.
6. Side shields must be mounted independently of the engine block. Motor mount, block saver plate and header mounting or chassis mounting is acceptable.
7. Shielding on modified tractors using in-line engines shall be from the bottom of head (top of block) and extend to 2" below center throw of crankshaft.
8. All engine crankcase venting (blow/by tubes) must be vented below the heads of that engine and extended down to engine pan. All blow-by tubes must exit forward of rear tires.

9. All pulling vehicles must be equipped with a deadman throttle. All throttles working in a forward-rearward direction shall be closed in the rearmost position. No hydraulic throttle linkage allowed. Must be positive, two-way mechanical linkage. All foot throttles must have toe straps
10. All injection or butterfly shafts on engines must have dual return-to-idle arms and springs, one on each side. All diesel engines will have a visible return to idle spring on fuel injection pump throttle arm.
11. All automotive engines equipped with a harmonic balancer: balance shall be SFI SPEC. 18.1 and carry SFI identification. All vehicles equipped with harmonic balancer must have two (2) minimum ¼" thick 1" wide steel tabs to prevent harmonic balancer from working forward.
12. A bolt in the crankshaft to hold damper pulley is required.
13. All engine fans must be shrouded with steel 1/16" or thicker, 360 degrees. Electric fans excluded.
14. An automotive engine is any engine or its replica available in a passenger car (Maximum 8 cylinders). A replica to be considered legal must accept and swing a stock crankshaft.
15. All fuel lines to be steel braided or high pressure reinforced rubber. NO plastic tubing allowed.
16. The following formula is to be used for calculation of cu. In. displacement on any piston type engine:
 $.785 \times \text{stroke} \times \text{bore} \times \text{bore} \times \text{number of cylinders}$

TURBINE ENGINES

1. Any turbine engine that exceeds 8000 rpm on the output shaft will not be allowed to use a clutch/flywheel assembly, or an automatic transmission.
2. Exhaust pipes on turbines must extend a minimum of 6 inches above the top of the exhaust opening.
3. Exhaust stack diameter to be no smaller than 1 inch of the engine outlet.
4. No turbine engine will be operated beyond military temperature and rpm limits.
5. Turbine air intakes must be screened with metal screen that has openings no larger than 3/16-inch.
6. Steel turbine engine containment shroud:
 - a. Engines under 1500 hp must have 3/8-inch steel shroud that surrounds the engine.
 - b. Engines over 1500 hp must have a ½-inch steel shroud that surrounds the engine.
 - c. The steel shroud must extend a minimum of 5 inches forward and 10 inches aft of the turbine section.
 - d. The steel shroud must incorporate a minimum of 3/8-inch thick flanges that extend radially inward from the shroud on both ends of the shroud within a maximum of 1 inch of the engine casting.
 - e. A ½- inch gap between the engine and the ID of the flange must be maintained for air circulation inside the shroud.
 - f. The flanges may be scalloped out to clear tubing, accessories, brackets, etc., and may be either rolled edges of the shroud or steel rings attached by welding or riveting to the shroud.
7. Composite containment shroud system:
 - a. Because the T55 has multiple steel engine casings, the inner portion of the sandwich may be a minimum of .032-inch aluminum for the T55 only.
 - b. If the sandwich containment is used the following specs will apply:
 - i. T-53, T-58, and T-55 are required to have 25 layers of Kevlar 29, 238, or 713 weave or current replacement number.
 - ii. T-64 and JFTD-12 are required to have 40 layers of Kevlar 29, 238, or 713 weave or current replacement number.

- c. Numerous bolts inserted through the three segments (the two metal sheets and the Kevlar) of the sandwich are required.
 - d. An air gap of ½ inch must be maintained for air circulation between the engine outer casing and the sandwich.
 - e. End flanges that are required for the steel containment shroud are not required when using the Kevlar sandwich.
8. Two independent over speed protection devices are required for power turbine wheel(s).
 9. The governor setting must not exceed manufacturer's maximum specifications.
 10. Over speed shutdown- consists of speed monitor that activates a normally closed solenoid valve located between fuel control and fuel manifold. Trip setting to be low enough to prevent over speed in event of driveline failure.
 11. No homemade turbine engines allowed as competition engines.
 12. No Lycoming T-55-L-11 or TF-35 engines allowed as competition engines.
 13. Tech inspection at pull to include a function test of the shutdown solenoid without starting the engine(s).
 14. Turbine engines may start in gear only while hooked up to the sled.
 15. Turbine vehicles allowed starter motor onboard, or auxiliary power unit to be carried onboard and running during a competition attempt, but must not be hooked into the drive train during a competition attempt.

EXHAUST SYSTEMS

1. All exhausts (except Four Wheel Drive Trucks) must discharge vertically. Height to be minimum of one foot above the bend of the pipe which discharges vertically measured from top of the pipe to bottom of bend. All exhaust pipes must be securely attached. Vertical is defined as being within 10 degrees (with 5-degree variance), in any direction of being in plumb. Rain caps may not be used. No megaphone pipes allowed. Venture type headers acceptable.
2. Turbocharged engines must have two (2) 3/8" Grade 5 bolts in vertical/horizontal portion of exhaust pipe(s). Bolts to be installed 90 degrees to each other, within one (1) inch of each other.

FUEL AND FUEL CONTAINERS

1. All forms of nitromethane (including nitrous oxide and propylene) are illegal as a fuel or fuel additive for pulling. Legal fuels are alcohol, water, diesel fuel, aviation gas, gasoline, propane gas, and turbine fuel, banning oxygen carriers and combustion accelerators. Methanol is a clear, colorless liquid with a mild odor at ambient temperatures.
2. No pressurized fuels allowed except U.L approved pressure tanks. No oxygen allowed.
3. No electronic fuel injectors or metering devices will be allowed.

KILL SWITCHES

1. All kill switches must be mounted independent of drawbar and/or wheelie bars.
2. All pulling vehicles must have an automatic ignition kill switch and/or air shut-off, 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 is adequate at any event. Switch must be checked with engine running

and track ready. All automotive type engines, Allison aircraft, Marine or Industrial engines or Super Stock engines that are spark ignition types must use a waterproof, dust-proof tether type safety stop switch, as a kill switch on their competing vehicle.

3. The kill switch on all tractor divisions must be located in the rear center of the vehicle (maximum of 6" off center in any direction), 40 inches above hook point.
4. On two-wheel drive and four-wheel drive trucks the kill switch must be located in the rear center of the vehicle (maximum of 6 inches off center in any direction), 16 inches above the point of hook.
5. On a spark ignition engine, 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. On a diesel, the kill cable must activate the air shut-off required on all diesel engine. A cable may be used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have spring loaded closing mechanism. System to be deemed acceptable must at least prevent building of boost. It is recommended that a gasket/seal arrangement be used to more effectively shut off air flow. Door or rain cap type air shut-offs (no "butterfly" type) will be required on all self-ignition engines with a separate control for driver. Control for driver not to be same as for sled. No electrical operated air shut-off.
7. The break-away kill switches must have attached to them a minimum of a 2" diameter solid ring, with a minimum 1/8" cross-sectional thickness. The cable from the sled will be attached to this ring.
8. Portion of kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.
9. Kill switch ring must be secured with a single nylon tie wrap (1/8"). The tie wrap must be broken for a repull. Sanctioning organizations will supply the 1/8" tie wraps for uniformity. Competitors will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.
10. If vehicle has kill switch or shut-off located in legal position, and during the pull it is pulled and nylon strap broken, and the track official inspects and finds switch capable of operating properly under normal conditions, vehicle will be allowed to repull immediately or drop six positions. Decision to drop must be made before vehicle leaves the track. It is the puller's responsibility to see that the switch is checked by the official before leaving the track.
11. All ignition engines must have bar type master shut-off switch for all motors in working order within easy reach of driver.
12. Diesel and fuel-injected engines must have a fuel shut-off valve control within easy reach of driver (your normal fuel shut-off on diesel pump). All diesel engines must be equipped with an emergency shutdown air shut-off at the air intake, which can be utilized from the tractor seat. Fuel-injected ignition engines, fuel shut-off to be located between fuel pump and injection nozzle.
13. The use of OHM meters and buzz boxes may be allowed, however, if there is any doubt of whether the device is hooked up properly or the person using the device is not 100 percent certain of the readings he receives, the pulling vehicle will be started to check the kill switch.

SAFETY

1. If sanctioning body official or track official feel a vehicle is unsafe, they have the right not to allow vehicle to pull.

2. All pulling vehicles must be equipped with a minimum of 2 lb. Halon type or 2 ½ lb. dry-powder type fire extinguisher, fully charged with gauge, in working condition and convenient to operator.
3. All drivers in all divisions must wear helmets. All helmets must meet or exceed Snell 2000 rating or must be SFI SPEC 41.2. no modifications or alterations of the helmet are allowed. All chin straps must be fastened. Helmets with flame retardant lining and a flame retardant neck skirt are allowed. If you use a helmet with flame retardant lining and a flame retardant neck skirt, no head sock is required. **NOTE:** Once a helmet has suffered a severe impact, it must be replaced or sent to manufacturer for re-inspection.
4. All drivers in all divisions that require helmets will be required to wear a full 360-degree neck collar meeting SFI spec 3.3 or a Hahn's device.
5. SFI certified fire suits (jackets and pants) are mandatory for all divisions. Fire suits must meet the following requirements: All competing drivers are required to wear a minimum protective clothing of SFI 3.2A-1 driving suit. Drivers who compete in flip-top body type vehicles that are not equipped with working doors that are recognizable and operable from inside and outside of the vehicle and that do not have complete fire wall must wear SFI 3.2A-5 protective clothing. Escape hatches will not be counted as a working door. Head socks/neck skirts must be inside of driving suit. Nothing exposed while competitor is sitting in seat ready to compete. **NOTE:** Flame retardant underwear is highly recommended with the use of any protective clothing.
6. Officials can bar from competition at any event any vehicle if they believe that the vehicle has a potential safety problem.
7. Capable operator must be in the driver seat while vehicle is running.
8. A reverse safety light system is required on all pulling vehicles. A white light automotive quality minimum 2" in diameter, must be mounted directly above or below the safety kill switch at the rear of the vehicle. A light in the driver's compartment must be operated off the same system. Both lights are to activated by a shift level such that it will be lit only when the vehicle in reverse.
9. All pulling vehicles must be equipped with a starter interrupter switch on the gearshift which will allow starter engagement only in neutral position.
10. Two-wheel drive and four-wheel drive trucks are required to have a securely installed lap belt with a quick opening clasp. USPA recommends that it be used at all times.
11. All drivers in all divisions must wear full fire protection including full face helmets with shield, head sock, fire gloves, fire shoes, and SFI certified fire suits. It is recommended that the face shield be in the down position during competition. Head socks/neck skirts must be inside of driving suit. Nothing exposed while competitor is sitting in seat ready to compete.
12. Each member of the competitor's crew must be properly attired when present in the staging or in the competition area. Shoes are mandatory. Tank tops, bare torsos or muscle shirts are not acceptable in the staging area or competition area.
13. No tarp straps will be allowed for any use on pulling vehicles.
14. All vehicles carrying onboard start batteries must have quick disconnect method.
15. All vehicles in the Modified, Super Stock, Pro Stock, super Farm, or equivalent divisions must utilize a roll cage and must have a five-point driver restraint harness and driver's seat mounted to the roll cage structure, independent of the tractor chassis. The five-point restraint must be a quick-release design and be securely fastened during competition. Failure to use the restraint system will be grounds for disqualification. The following SFI specs will apply: SFI 47.1 for 6001 lb. to 10,000 lb. classes; SFI 47.2 for 6000 lb.; SFI 47.3 for classes up to 2000 lb. Front diagonal braces on all roll cages must be shielded with a minimum of .060 steel or aluminum on the inside of

driver's compartment to prevent any part of the competitor's body being caught upon exit. SFI Spec 45.1 roll cage padding is recommended in the head and shoulder area of the roll cages.

16. All vehicles with roll cages are required to have a quick release, removable or swing away steering wheel. **NOTE:** For ease of extraction of driver in event of injury.

SEATS AND FENDERS

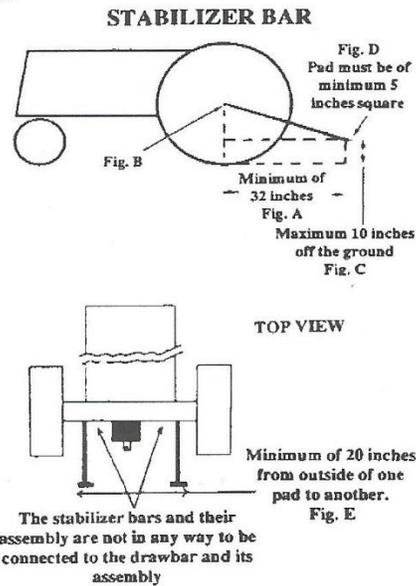
1. All tractors must have a strong and rigid seat; all tip seats must be securely fastened while pulling. All seats must have side rails that are a minimum of 4" above the edge of the seat, must extend a minimum of one-half the distance from the back of the seat to the front edge; minimum strength equivalent to ½" pipe. If fenders are 6" or greater above the seat, and are 6" or less from the seat, no seat side rails are required. Seat will be thoroughly inspected by officials.
2. All Super Stock and Super Farm type tractors must have a shield between driver and tire (not necessarily a fender), to consist of a solid barrier between driver and any part of the rear tires sufficient to be able to support weight of driver. The barrier must be a minimum of 6" wide at the bottom, increasing to a minimum of 36" wide at the top and the barrier must curl a minimum of 6" from vertical out over the tire in the same configuration as the tire.
3. All Modified tractors are required to have fenders or a shield or both between driver and any part of the rear tire. Must curl a minimum of 6" from vertical out over the tire in the same configuration as the tire. Fenders or shields must be able to support the weight of driver.
4. Fenders or tire shields must be constructed to that when the driver is seated and the hands are on the wheel, he cannot touch the rear tire with any part of his body.

STABILIZER BARS

TRACTORS

1. Stabilizer bars are required (no wheels allowed). The drawbar and drawbar assembly will not in any way be attached to the stabilizer bar assembly. (See diagram below.) the stabilizer bar must extend a minimum of 32 inches behind a line (Fig. A) drawn from the center of the wheel (Fig. B) to the ground. Pad must not be more than 10 inches off the ground (Fig. C) at 32-inch point and to be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches' square (Fig. E), with a minimum of 20 inches allowed from the outside of one pad to the other (Fig. F). No crossbars between stabilizer bars allowed behind point of hook.
2. On modified tractors where the hitch and wheelie bars are connected to the same frame, the wheelie bars must be fastened at least 4" ahead of hitch.
3. All tractors, in addition to stabilizer bars, must have a brace that extends vertically 12" from the rear most tip of skid pads. There must be a support brace extending inward to frame, axle or top of stabilizer bar arms. Materials used must be of minimum strength of materials used for stabilizer bars. Design and material must withstand severe impact of sled. Vertical brace should extend rearward a minimum of 2" from radius of rear tire.

radius of rear tire.



TWO-WHEEL DRIVE TRUCKS

1. All Two-Wheel Drive Trucks must have stabilizer bars (no wheels allowed). Stabilizer bar length must be a minimum of 2" back from furthest point of the tire with a 5" square pad on the bottom maximum 6" high if within tire track of 10" high if not within the tire track.

SUPERCHARGER/TURBOCHARGER

1. All turbochargers not under hood must be completely shrouded, except for inlet and exhaust pipes, with steel 0.060" or thicker. Turbochargers under fiberglass hoods must be completely shrouded with 0.060" metal under the area of the fiberglass, except for inlet and exhaust pipes.
2. All intercoolers located outside of normal engine shielding must be shielded the same as turbochargers not under the hood. Must be shielded with steel 0.060" thick or greater.
3. All supercharger drive components must be shrouded on the top and sides with 0.060" metal, the shield to be wider than the drive belt or chain and securely mounted. Blower shield to be wider than all components, idler belt, pulleys, etc., and extend to bottom of bottom pulley or below.
4. Supercharger restraint system is mandatory and shall consist of four separate straps, one on each corner of the supercharger, with each strap securely fastened to the engine by means of its own attachment bracket. The top attachment bracket to be sandwiched between the lower surface of the injector body and the upper surface of the supercharger case. The bottom attachment bracket for each strap shall be connected to the engine by a minimum of one 3/8-inch bolt or stud (Grade 5 or better). All supercharged engines with blower drive facing the driver must use SFI Spec. 14.1 blower restraints.
5. All carbureted or injected Allison, Packard, Industrial or Marine engines using a centrifugal supercharger must be shielded. Shielding will be same on each side of supercharger. Shield to start center line of supercharger housing and extend 5" rearward, only allowing notching to fit

around accessory components. Shield to extend 8" forward of centerline of blower housing and notched only for accessory components (such as air boxes). On front edge of shield there will be a rolled lip extending inward 1". Shield will be 3/8" steel bolted every 2" or closer, 3/8" bolts or larger, Grade 5 or better. Shield to start at bottom of blower housing, up the side, over top and down other side to bottom of blower housing. Holes or notches allowed only for accessory components. Shield must maintain its integrity.

6. Allison blowers must have a steel shield as in Rule 5 (above) or an SFI SPEC. 14.1 blanket.
7. On all pulling vehicles the tubing on the pressure side of a turbocharger or supercharger to the intake must be under the hood or side shields or be bolted or strapped securely.
8. Screw-type supercharger size: 14-71, 19-inch rotor case length, 11.25-inch rotor case width. Helix restricted to a maximum rotor spiral of 6.5 degrees per inch of rotor length. Variable multispeed supercharger devices prohibited. For those classes utilizing 8-71 blower limits, the USPA will only accept the following dimensions: 16-inch rotor case length and 11.25-inch rotor case width to be measured internally.
9. All superchargers must be mounted to the intake manifold by use of aluminum studs only. (No steel studs allowed.)
10. No cutting or grinding on Allison supercharger wheels.

TIRES

1. Contests open to pulling vehicles with rubber tires. No four-wheel drive allowed except trucks. No dual tires, tire studs or chains permitted. All power must be transmitted through the wheels.
 - a. Super Stock and Modified tractors- 30.5 x 32 with a maximum of 210-inch circumference, when inflated to 10 psi. tread width not to exceed 31 inches. No radial tires allowed.
 - b. Pro Stock, Super Farm, and Limited Pro Stock tractors – 24.5 x 32 with a maximum of 210-inch circumference, when inflated to 10 psi. tread width not to exceed 25 inches. No radial tires allowed.
 - c. 4WD Trucks- Maximum tire size to be 112-circumference when mounted on a 20-inch-wide rim and inflated to 30 psi with original bar, not to exceed 18 inches in tread width before cutting.
 - d. 2WD Trucks- Maximum tire size is 18.4 x 16.1 with a maximum of 143-inch circumference when mounted on an 18-inch wide rim and inflated to 28 psi. the ground patch is not to exceed 19 inches on original tread.

WEIGHTS

1. Weights must be securely fastened and no transfer of weight while vehicle is moving will be allowed.
2. Weights must not extend rearward beyond rear tires, except two-wheel drive trucks.
3. Any 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, pull will be disqualified (internal breakage excepted).
4. Weights must not interfere with the kill switch, drawbar or chain.

5. The area 5" wide and 12" high immediately above and behind the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking.
6. No tarp straps will be allowed to secure weights.

MODIFIED TRACTORS

1. Modified tractors are those using any combinations of engine(s), transmission(s) and final drive. Modified tractors that have the frame bolted to the transmission shall also have the frame bolted to the axle housing to prevent splitting of tractor. The frame must be of sufficient strength that even when the bolts from the plate of the transmission or rear-end are removed, the frame still supports the weight of the tractor in the heaviest class being entered.
2. No portion of a modified tractor may exceed 14' forward of the center of the rear wheel.
3. No tire repairs allowed on rear tires (boots, section repair, vulcanized spots, etc.).
4. No driveshaft over 48" long allowed. No input or output shaft that attaches to drive shaft can extend more than four inches (4") beyond a bearing. A minimum of 1-inch material to be in pilot holder at each end of the drive shaft shield. A minimum of eight (8) 3/8-inch (Grade 5) bolts to hold carrier bearing assembly if attached to a vertical plate.

SUPER STOCK TRACTORS

1. A Super Stock tractor chassis shall consist of the following: the stock engine block or O.E.M block that will operate with the stock crankshaft for that model without any alterations for chassis mounting. The stock transmission drive housing or manufacturer's replacement and the stock final drive housing or manufacturer's replacement. Engine and clutch housing to remain in original location and mounted solid as intended by original manufacturer. The O.E.M. engine block cannot be modified externally in any way except for normal repair or for mounting of fuel injection pumps. Internal webbing and water jacket to remain intact with provisions to rebore engine block be provided. The tractor chassis and frame must remain stock from rear of the engine block to the rear of the tractor on all super stock tractors. The clutch housing, transmission case, rear end housing and axle housings must be O.E.M., no aluminum replacements. All engines must be secured and held rigid to O.E.M. chassis. Engine cannot move independent of rear end/transmission housing. No auxiliary internal combustion engines are allowed onboard to drive pumps, accessories, etc.
2. Super Stock tractors must have hood and grill in place as intended by the manufacturer. All engine blocks must remain in original location as located by manufacturer. Sheet metal to be stock length and in stock location. Criteria to be to maintain original appearance.
3. Maximum of 114" wheelbase, unless originally produced with longer wheelbase, then must remain stock length. Maximum length 13' from center of rear wheel to forward-most portion.
4. Metal deflection shield between driver and engine from top of hood to top of torque or trans housing or clutch housing from side shield to side shield. This also serves as a flash fire shield.
5. Turbocharged engines are required to have one (1) cable that must surround the engine block and head. This cable must be placed between first and second cylinder through exhaust manifold port area. Cable must be a minimum of 3/8-inch thickness. Cable must have a minimum of two (2)

clamps at the splice. Cable must have approximately 4 inches of slack. Multiple-head engines require one cable per head.

6. All diesel engines will be required to install a three (3) way dump valve (manual) ahead of the injection pump to be operated from the dash panel.
7. All tractors must either run safety tie bars mounted to rear axle housing with at least four (4) axle housing bolts and extending forward to flywheel area and fastened to side of block or main frame with at least two (2) 5/8" bolts, or a one-piece frame extending from front of tractor to rear axle housing mounting bolts. Tie bars or frame must be of sufficient strength to support weight of tractor with the bolts used to split the tractor removed.
8. All Super Stock, Pro Stock, and Super Farm safety blankets must be on the inside of the tie bar and the tie bar must be fastened forward of the rear of the engine block.
9. All ether bottles (starting aids) must be placed outside of engine compartment.
10. Vehicle must have a complete firewall with no holes except for controls. Holes not to exceed ½ inch larger than control.
11. All Super Stock, Pro Stock, and Super Farm engines are required to shield all rotating mass mounted to front of crankshaft 360 degrees from front of engine block to one inch in front of the rotating mass. Shield to be from frame rail to frame rail by a minimum of .125 steel or aluminum, and fastened to frame on each side by a minimum of two evenly spaced bolts (3/8-inch Grade 5 minimum). The remainder of 360 degrees' shield will be standard side and hood shielding. **Note:** Shield may be notched to allow belt to pass through and beneath frame to drive fuel or oil pump.
12. All Super Stock, Pro Stock, and Super Farm tractors that utilize tube ladder-type frames must be covered on outside with steel or aluminum .060 thick.
13. Super Stock, Pro Stock, and Super Farm tractors are required to have a current SFI Spec. 4.2 bellhousing blanket that meets the following minimum construction specifications:
 - a. Seventeen (17) inches wide and long enough to wrap around the bellhousing with at least a 6-inch overlap.
 - b. Secured with six (6) 2-inch wide nylon web straps with a steel D-ring on one end and sewn the length of the blanket (except for the overlap area), and long enough to pass back through the D-ring and be tied in a saddle cinch.
 - c. Four (4) 2-inch nylon web retaining straps each at the front and back of the blanket.

Component Tractors

1. Must install an aftermarket frame with a SFI Spec. 6.2 or 6.3 bellhousing to replace the original clutch housing. Must also install an aftermarket transmission and rear-end to replace the original equipment transmission and rear end/final drive housing. (If larger than 11-inch clutch is used, refer to industrial, marine clutch rules listed in Aviation, Marine, and Industrial Engines rules.)
2. Primary (and secondary, if used) drawbar and roll cage, with five-point restraint harness, must be part of the aftermarket frame structure.
3. Engine block of give brand to remain consistent with that brand sheet metal. The engine block cannot be modified externally from OEM configuration, except for normal repair or for mounting of fuel injection pumps.
4. Engine location on component Super Stock tractors: centerline of the crankshaft may not be below the centerline of rear axle and must be parallel within two degrees in relationship to the ground. (Two degrees equals 7/16-inch per foot.) this equals approximately four inches of fall

from center of rear axle to the 114-inch wheel base point. This is measured with tire, hitch and weight in ready to pull position.

5. All engines in component Super Stock tractors to be mounted no farther forward than 60 inches from the centerline of the rear axle to rear of engine block.
6. Crankshaft centerline to be between top and bottom rail of frame. Bottom of frame rail may be no more than six inches below centerline of crankshaft from rear of engine block forward.
7. All tube ladder-type frames must be covered on outside with steel or aluminum .060" thick and run in the same plain as the crankshaft.
8. Appearance to remain stock of given brand and model.
9. Driveline shielding same as Modified tractor rules.

PRO STOCK TRACTORS

Super Stock and Pro Stock tractor rules read the same except the following which apply to Pro Stock tractors only:

1. Allowed only one air compressing device limited to one pressure stage.
2. May have only one fuel injection pump of any size.
3. Pro Stock fuel will be diesel only. Water injection and/or intercooler allowed. No computerized electronic fuel systems allowed.
4. 24.5 x 32 maximum tire size.

SUPER FARM TRACTORS

Super Farm tractors will run under Pro Stock tractor rules, including shielding, safety and SFI requirements plus the following rules:

1. No engine larger than 640 cubic inches with a 1% tolerance for wear.
2. Engine head must be OEM agricultural-type for that brand engine.
3. No overhead cams allowed.
4. OEM stock intake and exhaust manifolds for that series engine.
5. Turbo:
 - a. Exhaust bolt pattern no larger than 2.750 inches' x 3.5 inches, or 69 mm. x 88 mm.
 - b. No altering of a housing to accommodate a smaller base; e.g., T-18A95 with a small base welded to it.
 - c. A compressor measurement to be measured at the face of the wheel inlet of a maximum of 3.0 inches. The wheel may be no larger than this measurement at the outlet and must protrude. No waste gates, waste-gated exhaust housings, no air exchange in exhaust housing.
6. Super Farm tractors are limited to one diesel injection pump. The maximum size is a P-series Bosch with one barrel and plunger for each engine cylinder.
7. No component tractors allowed.

All other tractor classes such as Limited Pro Stock, Pro Farm, Pro Field, etc. that exceed manufacturer's rated engine rpms must abide by all shielding, safety and SFI requirements as Super Stock tractors.

FOUR-WHEEL DRIVE TRUCKS

1. All trucks must have three round metal loops shielding on each driveshaft (two-piece driveshaft will have six metal loops.). 360-degree loop must be a minimum of 3/8" thick aluminum or 5/16" thick steel, 3/4" wide (or wider) and not more than 2" from the shaft in any direction. End loops to be placed no further than 6" from universal joints, with third loop in center of shaft, or can be a solid tube (3/8" aluminum or 5/16" steel) meeting the above requirements.
2. No counter balancers permitted in driveline.
3. All chain drive transfer must have shield wider than chain and extend down to center of lowest sprocket and must be made of 1/8" steel or 1/4" aluminum.
4. No cable, chains, or cast metal for loops.
5. All trucks will have 360-degree metal shield around the universal joints, 3/8" thick aluminum with 1/8" steel insert in aluminum or 1/2" thick aluminum or 5/16" thick steel. Shield and insert (if used) must be a minimum of six inches (6") wide.
6. Axle and hub bolt shield required to 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 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.
7. Headers or open exhaust will be allowed but must exit up or back, not angle down or out, and not more than 20 degrees back. Headers must exit up if alcohol fuel is used.
8. All drive shafts between engine and transfer case must have solid shielding of 3/8" aluminum or 5/16" steel minimums.

ENGINES

1. Engine driven fan must have fan shroud 1/16" minimum 360 degrees around fan. Shroud no more than one (1) inch from radiator and no less than 1/4" past edge of fan blades.
2. Bolts on lower half of scatter shield to be no more than 3 1/2" apart.
3. Engine must be in engine compartment, all engine components, including pumps, drives, and harmonic balancer, must be behind grill, in and on the original grill position. The starter is allowed to extend through the grill.

BODY/CHASSIS

1. Trucks are to have vertical bumpers to prevent vehicles from passing over buckboard of sled, while backing up to hook or unhook. Bottom to be maximum 24" from ground. Bumper to extend minimum of 8" vertically. Must be of rigid construction.
2. All four-wheel drive trucks must use wheels no more than 6" off the ground within 6" of the forward most part of the vehicle. Wheels can be made to raise when not on competition track for ground clearance. Wheels to be no closer than 36" and a minimum of 2" wide and 6" diameter.
3. All vehicles must use steel frame, no aluminum or magnesium allowed in frame rails.

FUEL/FUEL CONTAINERS

1. Allowable fuel: pump gasoline, pump gasohol or alcohol. All fuels must pass test according to NHRA specifications.
2. Fuel tanks may not be in engine compartment or operator's compartment.

SAFETY

1. Lap belts required.
2. All trucks must have a complete firewall (no holes except for controls).

TWO-WHEEL DRIVE TRUCKS

1. Maximum length of vehicle to be 15' from center line rear axle to forward most portion of vehicle, including weight racks, etc. to run a minimum of fourteen (14) inch front rims with an automotive or front tractor tire. Any wheelbase permitted.
2. Maximum width of vehicle 8' wide at widest part.
3. Weights are not to extend forward of maximum length stated in rule #1 above, nor rearward more than 12 inches from hitch point, and must not interfere with hitching and unhitching of vehicle.
4. All vehicles must have a complete firewall (no holes except for controls). Holes not to exceed ½" larger than control. All vehicles that do not have working doors must carry an on board Halon fire system with a minimum of three (3) nozzles located within the driver's compartment/engine compartment.
5. Flip top vehicles must have a safety latch when the body is up and they cannot be moved or driven in the up position under their own power. Flip top body type vehicles and vehicles with less than two (2) working doors must have door glass lowered or removed during competition. Vehicles with less than stock size window openings must have an escape hatch with a minimum size of 17" x 18" Escape hatch will not be counted as a working door. Those competitors are required to wear an SFI 3.2A-5 fire suit.
6. No fuel tank inside of operator compartment and/or engine compartment. No fuel pressure gauges, fuel pumps and/or fuel lines in driver's compartment. If fuel tank is located behind the driver, there must be a fire barrier between it and the driver and a fire barrier is required from the firewall to the rear of the driver's seat. Minimum width of the fire barrier to be width of driver's seat, .060" aluminum or steel is acceptable fire barrier material.
7. Lap belts required.
8. If battery is inside driver compartment it must be safely enclosed and securely fastened down.
9. No radiator, heat exchanger and/or water hoses allowed inside driver compartment.
10. Driver must be in original driver compartment.
11. Vehicles are to have vertical bumpers to prevent vehicles from passing over buckboard of sled, while backing up to hook or unhook. Bottom to be maximum 24" from ground. Bumper to extend minimum of 8" vertically. Must be of rigid construction.
12. If body extends more than 12" behind point of hook the open area must be 18" above the drawbar and 24" wide at rear most point.
13. Any two-wheel drive vehicle with a driveshaft 60 inches or longer that is not adequately secured in the middle must have a 2-inch nylon strap attached to the shield and to the frame.

OPERATION OF CONTEST

1. Pulling vehicles must be operated in a safe manner at all times within the confines of the track, pits and staging areas. 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. Driver must remain seated during the pull and must have complete control of the vehicle at all times.
3. Only the driver will be allowed on a vehicle when it is being towed or drive. No riders. No rider in or on any vehicle, in pit, track or adjacent areas.
4. All pulls must start with a tight chain; no jerking permitted. Contestants will be allowed a total of two (2) hooks and 100' to start the sled. If the driver lets off the throttle before 100' he will get a second attempt, even if going beyond 100'. If no effort is made to back off throttle, no second attempt will be given. The intent is for drivers not to slam on the brakes to stop before 100' (or at any time), but to come to as smooth a stop as possible.
5. Each contestant has the privilege of, and the responsibility for spotting the sled for both of his/her attempts. Sled operator must be notified of where contestant wishes sled placed when previous contestant unhooks from the sled, or will accept the spot it was put. Use of crew members is perfect for spotting sled to expedite the show. Sled to be spotted in bounds.
6. An attempt is defined as moving the sled a measurable distance (1" or greater).
7. Violation of any rule shall constitute a disqualification.
8. Pulling vehicle must remain within boundaries of contest course during the pull or will be disqualified (exception of 1st puller). Sled pan must be within boundary lines at start of pull.
9. 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 termination of pull. Excessive loss of liquid when pull is terminated is cause for disqualification. (Excessive is defines as any steady or intermittent stream discharged on the track, or a spot equivalent to more than 8" diameter).
10. If a vehicle is legal when hooked to the sled, and if breakage occurs while under the green flag due to unforeseen circumstances, the pull will be measured, with the exception of loss of weight or safety equipment.
11. Only when the original mechanical method of starting fails to work, will tow starting be authorized.
12. All pulling vehicles must be able to drive on the track and back up to the sled at the starting line. They also are expected to back up to unhook and drive off the track on their own power unless breakage occurs at the event, or vehicles will be disqualified.
13. All sleds must be NASOA licensed per classes offered at the event.
14. Drawbars must be measured before hooking to the sled. Competitors are not allowed to move more than 200 lbs. forward from the rear of the vehicle after drawbar measurement.

EVENT PROCEDURE AND REQUIREMENTS

1. All officially sanctioned contests must have a dirt track of not less than 200 feet in length, or more than 300 feet in length and not less than 30 feet in width, maximum single track 50 feet. Minimum double track 60 feet, maximum 90 feet in width. Track must be maintained and packed. There must be an area on the finish end of the track, equal to 1/3 of the length of the track, which must be kept open for stopping in case of an emergency. Track officials may extend finish line beyond the original track set up with acceptable safety criteria.
2. Pit area will be 100 feet and clearly marked. Track officials will carry this equipment: red and green flag plus adjustable drawbar measuring stand for all classes competing at the event.

3. No one allowed on the track except for the track officials and contestant when the vehicle is under the green flag. Track is defined as the area within 35' in any direction of the contest course boundaries including staging area at the discretion of event officials.
4. Pulls shall be operated with two (2) flagmen per track. Starting flagman shall be responsible for readiness of the track, pulling vehicle and competitor. Second flagman (finish) shall be responsible for balance of course. The same flagmen shall work for an entire class to assure the consistent and equal treatment for all competitors in that class.
5. All promoters must purchase USPA promoter's insurance coverage.

SUMMARY OF CAUSES FOR DISQUALIFICATION

1. Loss of ballast weight under green flag.
2. Loss of safety equipment, and failure of safety equipment to function.
3. Excessive loss of liquid (steady or intermittent stream discharged on the track, or a spot equivalent to more than 8" in diameter) under the green flag.
4. If vehicle goes out of bounds when hooked to a sled the vehicle will be disqualified.
5. Unsafe operation of competition vehicle.
6. Failure to observe flagman's red flag.
7. Any parts lost that could be safety problem or create an advantage – pull will be terminated at point of loss.
8. Any competitor or any of his crew incapacitated due to intoxicating agent, and/or drugs, his or her pulling vehicle will not compete for the duration of the pull. Obvious or excessive consumption of alcohol beverages before or during pull will not be tolerated.
9. Illegal equipment.
10. Unsportsmanlike conduct.
11. Leaving the starting line under the red flag.
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 decision. Calls of judgement are not subject to appeal and shall be final.
13. Support vehicles (such as ATV's, golf carts, Mules, Gators, Jeeps, etc.) are to be used as support vehicles only (for towing or carrying fuel, batteries, etc.). Misuse of support vehicles before, during and after the event will not be tolerated. **All support vehicles must be parked 1 hour after the conclusion of each evening session at all events.**

INSURANCE

Due to insurance carrier regulations – Only USPA member organization's sanctioned classes will be covered with USPA promoter insurance. Non-sanctioned classes are the promoter's responsibility to insure and USPA member organization's classes are to start as close to designated starting time as possible and run consecutive.

VOLUNTARY COMPLIANCE

Each competitor expressly agrees that by entering a USPA Member Association sanctioned event:

1. The competitor agrees that any disputes concerning any event, the rules of the USPA Member Association or any decisions of USPA Member Association officials whether or not incident to an event, shall be resolved pursuant to the procedure provided for in the Rule Book.
2. The competitor agrees to be bound by the rules of the USPA Member Association and any decision of the track official or USPA Member Association Board member and agrees to voluntarily submit his/her vehicle for impoundment by USPA Member Association if the track official or USPA Member Association Board member so directs.
3. The competitor agrees to subject his or her vehicle to any inspection determined necessary to ascertain the legality of the competitor's vehicle.
4. The competitor agrees to release and waive the USPA Member Association from any liability relating to the rules contained in the Rule Book of the conduct of the pulling event.

WARRANTY DISCLAIMER

The rules promulgated in this Rule Book are intended as guidelines for the sport of tractor and truck pulling, and the rules relating to the safety of equipment are the responsibility of each driver who participates in the sport of tractor and truck pulling under these rules. No expressed or implied warranty of safety is intended nor may be inferred from the publication of these rules, nor the compliance therewith. Nothing herein should be construed as a guarantee against injury or death or participants, bystanders, or spectators.

Specifications and rules set forth in the Rule Book are based upon the recommendations of competing members, crewmen and other participants in the sport of tractor and truck pulling, and all participants in a U.S.P.A. member organization sanctioned event must assume all liability for any damage or loss caused by or from their equipment and their use thereof.

The U.S.P.A specifically states that it has not tested any equipment or use of equipment that it refers to in its Rule Book and makes no warranties either specific or implied with regard thereto and any use thereof. The user must look to the manufacturer thereof with regard to said warranties.