



**CREEKSIDE
GARDEN
TRACTOR
PULLERS
ASSOCIATION**

2015 RULE BOOK

Revised 2/28/2015

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Web Manager

Brianna Kreif

Contact Information

Jeff Kreif	920-946-1045
Jon Grotenhuis	920-918-9383
Jenny Diederichs	920-418-1965
Sarah Pitzen	920-980-7223
Brian Diederichs	920-602-0797
David Eisentraut	920-980-5905
Carl Hopeman	920-946-1099
Jim Pitzen	920-838-2030

Questions the day of the event?

Call 920-892-6900, (Racer's Hall), or
Sarah Pitzen 920-980-7223

Stay current with our schedule, rules, etc. at www.racershall.com/tractorpulls.aspx

General Vehicle Safety Rules

These general safety rules are adopted as the minimum required. These rules do not take ownership or responsibility for the safety of your tractor. Your tractor is only as safe as you (the owner), and the driver make it. CGTPA reserves the right to disallow any vehicle or driver from competition considered to be a threat to the safety of themselves or others.

All tractors must pass an annual safety inspection prior to competition. Any tractor without a CGTPA safety sticker will not be allowed to hook to the pulling sled.

Note: “Non-Stock” = 4200RPM’s and greater

All vehicles must have:

- sheet-metal, fenders, and safety guards per individual class rules mounted in a secure manner
- a securely attached seat with at least a 3” high seat back
- an engine shutoff switch within reach of the driver
- foot pegs and straps or running boards to prevent feet and legs from contact with the rear tires
- rear fenders extending at least 4” horizontally over the rear tires
- Working pull out type kill switch
 - See Appendix – “Safety Tether Switch” for details
- wide front axles with adequate steering
 - The front wheels must track within any portion of the rear wheels
 - fully functioning rear brakes capable of stopping the vehicle safely
 - a secure drawbar capable of handling the load and compatible to our hook
 - See Appendix – “Drawbars” for details
- weights securely fastened and must not interfere with hooking to the transfer sled or safe operation of the vehicle
- except for stock garden tractors, 360 degree flywheel shielding of .125” steel or .250” aluminum, within ½” of stock shielding or flywheel
- steel flywheels for all classes exceeding 4200 RPM’s
- No non-stock rotating masses opposite of the flywheel end in stock classes
- 360 degree shielding around clutch(s) with .125” steel or .250” aluminum
- except for Hometown, Stock, and Hobby Stock classes, have engine side shields of .125” steel or .250” aluminum
 - See class rules for details
- billet steel or aluminum starting pulleys, no cast iron or die cast aluminum allowed
 - Any starting or timing pulleys must be safety pinned to crankshaft
- shields around all belts, chains, pulleys, and the drive shaft
 - U-joints must be shielded 360 degrees
- exhaust that does not discharge toward the side, front, or sled operator
 - No devices or adapters that could allow material to discharge horizontally, such as rain caps or flappers are allowed
- safe throttle control system
 - Non stock classes must have automatic return to idle when released (springs)
 - Hand throttles must push forward to increase RPM’s
- safe fuel system utilizing pump fuels
 - Adequate fuel lines routed in a safe manner
 - Appropriate secure fuel tank with a secure fill cap
 - No pressurized fuels or fuel tanks of any kind, this does not mean fuel pumps
 - No propane, nitrous oxide, nitro methane, or other oxidizers allowed
- batteries securely mounted with terminals and cables protected from short circuit
- a device to prevent turn-over consisting of two sections equipped with a pad or wheel capable of supporting the vehicle
 - See Appendix – “Wheelie Bars” for details
- Turbochargers and superchargers, if the class allows, shielded 360 degrees or inside an enclosed engine compartment
 - Turbocharger exhaust pipes must have two 5/16” diameter bolts installed in the vertical portion, 90 degrees apart, and within 1” of each other. (Fragment catcher)

- fire extinguishers are required on all non-stock tractors

General Track Safety Rules

These safety rules are adopted as the minimum requirements necessary to foster a safe environment. These rules do not take ownership or responsibility for your safety or the safety of others.

- A driver must be in the seat at anytime the engine(s) is(are) running
- Strapped helmets and eye protection are required for all drivers
- A full-faced helmet is required for all modified and mini-rod classes.
- Long sleeves, long pants, and appropriate foot wear are required for all drivers
 - No flip-flops, sandals, or open toe shoes
 - Fire retardant jackets and a minimum of long cotton pants are required in all non-stock classes
 - Alcohol fuel drivers must wear a complete fire retardant suit – jacket and pants
 - Jackets must be completely closed
- Drivers must keep at least one hand on the steering wheel at all times during a pull
- Drivers must remain seated during a pull. Leaving the seat is cause for disqualification.
- Drivers must keep their fingers from becoming wrapped around or under the fenders for safety reasons. Many tractors do not have sufficient clearance between the tires and the fenders. If an official see's your fingers under the fenders you will be disqualified.
 - The addition of a grab handle to the top of the fenders is encouraged
 - A fender ruling could be on the horizon
- Only track officials and the competitor are allowed on the track during a pull
 - Crew members may assist with spotting the sled and backing the tractor
 - Parents or guardians may walk alongside our young competitors in the stock class
- No hot rodding onto or off the track or in the pit areas – keep it slow and in control
- **NO ALCOHOLIC BEVERAGES ON THE TRACK OR IN THE STAGING AREA**
- Any driver that appears to be impaired, for any reason, will not be allowed to compete
- Unruly or unsportsman like conduct will not be tolerated. The first offense will be an immediate disqualification for the event without payback or reimbursement. A second offense will justify being prohibited from participation in any Creekside Garden Tractor Pullers Associate event for one year from the date of infraction.
- Hot rodding and/or drinking penalties are as follows:
 - 1st infraction Warning
 - 2nd infraction Loss of prize money and points
 - 3rd infraction Prohibited from participation in any Creekside Garden Tractor Pullers Association event for a period of one year from date of the 3rd infraction
- You must have a valid driver's license or ATV safety course card to operate an ATV used as a tow or service vehicle
- Age requirements for competitors (most strict applies)
 - Children under the age of 8 may run exhibition on a stock class tractor if accompanied by a parent or guardian alongside the tractor
 - Minimum of 8 years of age for Hometown Stock, Stock, Hobby Stock, Limited Super Stock, and Super Stock classes
 - Minimum of 16 years of age to pull any class if not a club member including visiting puller
 - Minimum of 16 years of age for Super Modified, Outlaw, Mini-Rod, Compact Diesel, and Turbines
 - All pullers under the age of 18 must have a waiver sheet signed by a parent or legal guardian before competing
- Drivers must place the transmissions in neutral with their hand or foot off the clutch
- Holding your hands up to signify that it is safe to hook or unhook the tractor is recommended
- All tractors must start the pull with a taught chain – crew will roll you ahead to take up the slack
- The track crew will signify when you are hooked or unhooked by either tapping on your shoulder or giving you a “thumbs up”

Registration

Entry Procedure

1. Entry cost to be \$10.00 per class per tractor. These monies will be distributed 80% in the purse per class and 20% to offset the cost of insurance for the event
2. All tractors may enter 2 classes per event. Stock tractors may jump to Hobby Stock class, but must follow stock class rules on governed speed unless equipped with steel flywheel and shielding.
3. Pulling position will be determined by a random drawing during registration or by random computer selection.
4. Registration closes 30 minutes before the start of the event to allow for posting of lineups and calculation of payouts.
5. Late arrivals without prior late call will be added to the bottom of the line-up, and not be eligible for points for the day, if you are in the point fund, and a \$5.00 fee will be assessed.
6. Scratching from a class after entry is closed, shall not constitute a refund.
7. Only members will be allowed to compete at sanctioned events. Non-members will be paid out for their placing.

Membership

1. Annual membership fees for Creekside Garden Tractor Pullers Association are \$15.00 per year if purchased on or before May 1st and \$20.00 after May 1st.
2. Temporary event memberships can be purchased for \$5.00
3. You will automatically become a full member after purchasing \$20.00 worth of temporary memberships
4. Memberships run from January 1st to December 31st.

Points Fund

1. Points for the season will be accumulated, at sanctioned point events, for each tractor.
2. Each tractor must be registered into each class to be eligible for season points.
3. A \$20.00 annual fee per tractor per class will be required for points fund eligibility. It will be up to the individual puller if they choose to join the point fund.
4. Accumulation of points begins when you join the point fund. Points are not retroactive.
5. Place and/or hook points will only be awarded if the tractor makes a bonafide attempt to pull the sled. A tractor must have an intact drive line and engine running when connected to the sled to be awarded points. Track officials will make the final determination.
6. In the event of a tie at the end of the point season, the total number of 1st place finishes, then the 2nd place finishes, etc. will be used as the tie breaker. In the event that 2 or more tractors pull to a tie and the tie is not pulled off the payout for those positions will be combined and the money distributed equally to the tied tractors.
7. Tractors entered but not competing in a class canceled by rain or track conditions, will have their entry fee refunded and receive 10 "rain out" points.

All tractors registered as part of the Creekside Garden Tractor Pullers Association (CGTPA) Points Fund will receive season points based on the following schedule:

Finishing Position	Points Earned	Hook Points	Total Points
1 st Place	15	10	25
2 nd Place	13	10	23
3 rd Place	11	10	21
4 th Place	9	10	19
5 th Place	7	10	17
6 th Place	5	10	15
7 th Place	4	10	14
8 th Place	3	10	13
9 th Place	2	10	12
10 th Place	1	10	11
11 th to last	0	10	10
Out of Bounds	0	10	10

Contest Operations

General Rules

1. If there is no barrier, distance from the track to crowd will be a minimum of 25' which is to include "no-man's land"
2. If there is a barrier, distance from barrier to crowd will be a minimum of 10' which may include the required 10' "no-man's land"
3. During active competition, the only personnel inside of "no-man's land" shall be track officials, active competitor and sled operator. Only active competitor's pit crew and other properly credentialed people are allowed between "no-man's land" and crowd
4. A weight transfer sled, which conforms to the rules set forth will be utilized in competition
5. Anyone assigned to an operation position shall remain on that duty for the entire class (i.e. flagman, measuring crew, sled operator, scale operator)

Contest Procedures

1. Contestants must pull in the position drawn. In case of mechanical breakage at the starting line which has been confirmed by a track official, contestant may drop to the last position. From the moment that both track and sled is prepared for competition, the puller has three minutes to hook and make his/her attempt to pull.
2. Each driver has the right to have the sled spotted to a particular location on the starting line. The driver or assigned crew member is responsible to clearly request the location before the sled is returned to the starting line. All sleds must be started in gear and with the front of sled even with starting line.
3. Each competitor will be allowed two attempts to make a measurable pull. An attempt is defined as moving the sled 1" or further. On first attempt, if the competitor lets off the throttle before reaching the 50' classes "A threw I" and 100' "J" on up (see class rules) false start line, the competitor will get a second attempt even if he/she went beyond the false start line. If no attempt is made to back off the throttle, no second attempt will be granted. Intent is not to slam on the brakes in order to stop before the false start line (or any time), but to come to a smooth, safe stop.
4. On any re-pull caused by contest malfunction, the competitor may either re-hook immediately or drop 6 positions or drop to last.

5. Competitor will be able to drop to last if breaking occurs on his/her first attempt and he/she has let off the throttle previous to crossing the false start line. Puller will be eligible for one more attempt.
6. Any disqualification on the first attempt bars a second attempt (see test puller). Should the class be restarted, the competitor disqualified (during the course of competition) will be allowed to re-pull in the position drawn.
7. If a class is restarted, all competitors having pulled previously will (in descending order) have the same options as the number one or test puller (see test puller). In the case of a re-pull, it is the competitor's responsibility to alert the track officials of his/her decision.
8. If the last competitor in the class has difficulties, this puller will have 6 minutes to hook to the sled and make his/her first attempt to pull.
9. If a vehicle is legal when hooked to a sled and breakage occurs while under the green flag due to unforeseen circumstances, the pull will be measured with the exception of previously losing equipment, ballast or liquid, or going out of bounds on the same pull attempt.
10. Once pull is complete the competitor will be required to scale back. Competitor that fails to scale will be disqualified.
11. The class weight cannot exceed the weight by more than 5 lbs. Any weight over that will be disqualified.

Test Puller

1. The competitor pulling in the first position of each class, as determined by draw or random computer generated line up during registration, is considered the test puller.
2. Provided that the weight transfer is deemed right, the test puller may:
 - a. Accept their distance, or
 - b. Refuse their distance and immediately hook again for another potential two attempts, or
 - c. Refuse their distance and pull again in the sixth position. Note: Sixth position is defined as the position immediately following the previous 5 competitors and their attempts.
3. If the test puller has mechanical problems during his/her pull (before the first official pull), the track official may grant the competitor the option of dropping to sixth position or to last position. This would mean that the test puller has dropped his/her test pull and will have a potential of 2 upcoming attempts.
4. Only the test puller and only on his/her test pull, will the competitor have the option of dropping an out of bounds disqualification. All other reasons for disqualification apply. On all subsequent attempts the out of bounds rule will apply to him/her.
5. If the weight transfer needs further adjustment, the competitor immediately following each adjustment will be considered the test puller.
6. If a class is restarted, all competitors having pulled previously will (in descending order) have the same options as the number one or test pull (see test puller). In the case of a re-pull, it is the competitor's responsibility to alert the track officials of his/her decision.
7. It is the test puller's responsibility to inform the finish flagman as to his/her decision to accept or drop the test pull. Leaving the track without informing the official(s) of his/her decision forces the assumption that the test puller wishes to accept their distance as official.

Pull-Off

1. A "floating finish line" MAY be used at the discretion of the head official and the sled operator in a pull-off situation ONLY. The added distance shall be 10' maximum. Extended boundaries must be clearly marked. Competitors must be informed of floating finish line prior to the pull-off. This is an option and is NOT required at any event.
2. Order of pull-off will be in the order which the vehicles make pull pulls (or tied distances). This may or may not be in the order of the original line-up.
3. In pull-off situations, the competitor does not have the option of dropping six positions, with the only exception being: in the pull-off is not run on the same track, or with the same sled, or on the same day, or contest malfunction. A rain delay will constitute a judgment call on part of the official, in regards to the degree to which the track has changed. NOTE: Because of the inability to drop six positions, the last puller must make his/her pull attempt within three minutes of the time that the track was ready, as opposed to having six minutes during the initial competition.
4. If a pull-off is not completed because of rain, curfew, etc., purse monies and points for the places involved will be divided evenly among all those qualified for the pull-off.

5. In the case of a second pull-off, if all competitors qualified wish not to hook again, the points and purse for the places involved will be divided evenly.

Inclement Weather

1. A session of pulling will be called a completed show if $\frac{1}{2}$ of the sanctioned classes have been run.
2. Any class canceled after $\frac{2}{3}$ of the scheduled entries have pulled shall be considered a completed class for establishing if $\frac{1}{2}$ of the classes of a session or event have run.
3. Purse money will be paid to those classes that are completed according to the results for those that have hooked. Those who did not hook in the class will share any remaining purse equally. Purse money for classes that do not compete will be divided equally at the time of cancellation.
4. If less than $\frac{1}{2}$ of the session has been completed and the promoter does not refund the gate admission or honor rain checks, the promoter shall pay purse to those entered in the canceled classes on the same formula described in rule #3 above.
5. If less than $\frac{1}{2}$ of the session has been completed, purse will be paid in completed classes only. In classes where $\frac{2}{3}$ of those entered have pulled, the purse for that class shall be paid only to those who have hooked according to results. Those who did not will receive a refund of entry fees. For classes not started or not $\frac{2}{3}$ completed, competitors shall receive a refund of paid entry fees.
6. In any class in which all entered competitors do not get an official chance to compete, all competitors entered in that class, with the competition vehicle on grounds and ready to compete, will receive only inclement weather points (10 points to replace hook points).
7. The head official, promoter and event director shall be the only involved parties determining if and when an event shall be stopped because of inclement weather or track conditions.
8. If a rained out class is rescheduled on a date other than the originally scheduled pull dates, points will be given accordingly.
9. If a session is canceled prior to the start time and the promoter retains no ticket revenue, competitors will receive a refund of paid entry fee, but no other financial compensation.

Sled Requirements

1. The sled must be operated by a person who is in a permanently mounted secure seat.
2. The sled must be fashioned with a snag resistant device which allows the operator to pull a competing vehicle's kill switch (in the middle of a run) in need be.
3. The sled must be equipped with properly functioning, adequate wheel brakes, able to stop the most powerful pulling vehicle that the sled may face without the assistance of the box moving forward.
4. The sled must be equipped with a properly functioning weight box brake adequate for the maximum weight that will be put into that box.
5. The sled must have a clutch or similar device which will not allow the box to be moved forward beyond the stop point.
6. The sled must be equipped with a windshield in front of the operator.
7. The sled must have a single $\frac{3}{8}$ " (or greater) grade 7 (or greater) chain with a swivel on the hook end. Chain is to be 36" (+ or - $\frac{1}{2}$ ") long, including hook.
8. The sled must have steel chains from pan and buckboard to pull chain, 9" (+ or - $\frac{1}{2}$ ") on each side of pan drawbar. Steer chains must tie into main pull chain 13 $\frac{1}{2}$ " to 14 $\frac{1}{2}$ " ahead of the first pivot point. These $\frac{5}{16}$ " grade 7 (or greater) chains are to be securely clamped or bolted to the main chain (not welded together). Steer chains should pull taut when the competition vehicle has veered approximately 30 degrees from "in-line" relation to the sled. Sled must be equipped with chains to limit vertical movement of the pan in relation to the box rails.
9. The sled must be equipped with a buckboard no less than 24" high.
10. Everyone must stand to the side of the sled when a tractor is backing up. Do not place yourself between the tractor and the sled until the tractor is in neutral.

Track Rules

1. Track officials control the contest. They interpret and enforce the rules. Track official's decisions are final. Arguing and unsportsman like conduct will be cause for disqualification.
2. The flagman will indicate when you may begin your pull (green flag) and when your pull is completed or you need to stop for safety (red flag).
3. Loss of anything from a pulling vehicle except when caused by breakage is cause for disqualification. Loss caused by breakage – the pull is measured at that point.

4. Tractors should be lined up in pulling order at the start of the class. Efforts should be made to drive the tractor onto and off of the pulling track. If you are unable to pull due to mechanical problems you may drop six places or drop to last place.
5. You will be allowed two attempts. The second attempt will be your official distance for the class. You must begin stopping before the shut down (commitment) cone at 50' classes "A through I" and 100' "J" on up (See class rules) to qualify for the second attempt. Weights can be moved after your first attempt but the vehicle weights must remain the same.
6. You may shift gears provided forward motion does not stop.
7. Vehicles going out of bounds will be disqualified unless you are the test puller or the sled is changed or the sled forces you out of bounds.
 1. Any part of the tractor touching or past the line is deemed out of bounds. A front tire may exceed the boundary line as long as remains in the air
8. Weight and hitch height can be checked anytime before or after your pull. Tractors must be fueled prior to weigh in.
9. Total weight includes vehicle, driver seated, safety clothing, and helmet. No weight or fuel added after the pull to make weight

Class Rules

Kids Class (B1)

1. Age 5-12
2. Adult must supervise puller at all times
3. Adult will be responsible for hooking tractor to sled
4. Entry fee \$5.00 for insurance coverage
5. No payback
6. No season points
7. Safety shutdown tether switch required

Class	Weight Class	Horsepower
B1	1000 lb.	16 HP or less

Hometown Stock & Hydro (A, B, C, C1, & D)

Chassis

1. Tractors are to be showroom stock with attachments disabled
2. Reinforcing of front axle in stock location and height is permitted
3. Tractor is to be made up of all OEM stock parts
4. Clutch upgrades are permitted (heavier springs, etc.)
5. Weights must not extend more than 24" rearward of the center of the rear wheels
6. Can have attachments but disabled (belts or driveshaft removed)
7. Maximum forward length of 96" from the centerline of the rear axle excluding front tow hitch.

Tires

1. Traditional turf tires (flat tread or what came show room stock. Will need to be OK'ed by Competition Director or Tech Man) only
2. No studs, chains, wires, duals, radials, or recaps are permitted
3. No grinding, grooving, or other modifications allowed
4. Tire size up to 26-12.00 x 12 (larger tires will be allowed if stock for that tractor. Will need to be OK'ed by Competition Director or Tech Man)

Drive-train

1. Must use a garden tractor type rear-end, differential or transaxle housing or casting.
2. All power must be transmitted through the rear wheels only, no four-wheel drives
3. Transmissions must be OEM style equipment.
4. Shift lever lock or retaining devices are allowed
5. No gear drive tractors allowed in the Hydro Class (C1)

Engines

1. Stock, OEM garden tractor engines only.
 - a. No internal modifications
 - b. Stock carburetor and ignition
 - c. No turbos unless factory for that tractor
2. Engine must have stock flywheel for that engine (No aftermarket steel flywheels allowed)
3. No turbochargers or superchargers
4. Must run a governor adjusted at or below 3800 RPM, no exceptions.

Fuel

1. Gasoline or diesel only.

Class	Weight Class	Horsepower
A	900 lb.	12 HP or less
B	1000 lb.	16 HP or less
C	1200 lb.	25 HP or less
D	1400 lb.	30 HP or less

Special Note: Any tractor that shows significant advantage in any of the Hometown classes will be evaluated and asked to move to a stock class.

Stock Class (H & I)

Chassis

1. Stock frame and chassis combination in the stock locations.
2. Any stock OEM sheet-metal is acceptable. Such as John Deere on a Cub Cadet
3. Original wheelbase. No frame extensions allowed
4. Front axle may be fabricated but must remain in the stock location
5. Weights must not extend more than 24" rearward of the center of the rear wheels
6. Maximum forward length of 96" from the centerline of the rear axle excluding front tow hitch

Tires

1. Ag, molded or cut tires are allowed
2. No studs, chains, wires, duals, radials, or recaps are permitted
3. Tire size up to 26-12.00 x 12

Drive-train

1. Must use a garden tractor type rear-end, differential or transaxle housing or casting.
2. All power must be transmitted through the rear wheels only, no four-wheel drives.
3. Shift lever lock or retaining devices are allowed

Engines

1. Stock, OEM garden tractor manufactured engines only, 25hp max
 - a. .030" maximum overbore
 - b. No internal modifications other than standard overhaul
 - c. Stock carburetor and ignition
2. No turbochargers or superchargers
3. Must run a governor adjusted at or below 4000 RPM.
4. The class is split into single and twin cylinders. Entering a single cylinder in to a twin cylinder class is allowed but twin cylinder cannot enter in the single cylinder class.
 - a. Engines larger than 16 hp single and 25 HP twin can pull in the Hobby Stock 999 cc

Fuel

1. Gasoline or diesel fuel only.

Class	Weight Class	Horsepower
H	1050 lb.	Single Cylinder to 16 HP
I	1050 lb.	Twin Cylinder to 25 HP

Hobby Stock Class (E, F, & G)

Chassis

1. Stock frame and chassis combination in the stock locations.
2. Any stock OEM sheet-metal is acceptable. Such as John Deere on a Cub Cadet.
3. Front axle may be relocated 3" maximum from OEM.
4. Weights must not extend more than 24" rearward of the center of the rear wheels.
5. Maximum forward length of 96" from the centerline of the rear axle excluding front tow hitch.

Tires

1. No studs, chains, wires, duals, radials, or recaps are permitted.
2. Tire size up to 26-12.00 x 12
3. Ag, molded or cut tires are allowed.

Drive-train

1. Must use a garden tractor type rear-end, differential or transaxle housing or casting.
2. All power must be transmitted through the rear wheels only, no four-wheel drives.
3. Must have flywheel shielding of .125" steel or .250" aluminum.
4. Shift lever lock or retaining devices are allowed.

Engines

1. Stock, OEM garden tractor manufactured engines only.
 - a. .030" maximum overbore
 - b. No internal modifications other than standard overhaul

- c. Stock carburetor and ignition
- 2. No turbochargers or superchargers
- 3. Must run a governor adjusted at or below 4200 RPM

Fuel

- 1. Gasoline or diesel fuel only.

Class	Weight Class	Horsepower
E	1200 lb.	Single Cylinder to 16 HP
F	1200 lb.	Twin Cylinder to 25 HP
G	1200 lb.	999 cc. Engine Class

Super Stock Class (K)

Chassis

- 1. Must be a stock appearing garden tractor with OEM hood, grill, and frame.
- 2. Chassis must be from OEM produced garden tractor. Lengthening of stock chassis allowed provided frame remains stock appearing and the same material type, size and dimensions as stock are used.
- 3. May change to another manufacturer's sheet metal, but must maintain stock appearance.
- 4. Weights must not extend more than 24" rearward of the center of the rear wheels
- 5. Maximum forward length of 96" from the centerline of the rear axle excluding front tow hitch

Tires

- 1. No studs, chains, wires, duals, radials, or recaps are permitted
- 2. Tire size up to 26-12.00 x 12
- 3. Ag, molded or cut tires are allowed

Drive-train

- 1. All power must be transmitted through the rear wheels only, no four-wheel drives
- 2. Transaxle must be from OEM produced garden tractor.
- 3. Shift lever lock or retaining devices are allowed

Engines

- 1. Limited to 1, single or twin cylinder, 4 cycle air cooled garden tractor manufactured engine.
- 2. NQS rules apply
- 3. No overhead camshaft engines allowed.
- 4. Port and polish allowed
- 5. Maximum engine displacement:
 - a. single cylinder flat head 50.5 cubic inch
 - b. twin cylinder 68 cubic inch
 - c. overhead valve single cylinder 46 cubic inch
- 6. Limit 1 carburetor with 1 barrel per cylinder, 45 mm or 1.800" maximum
- 7. All engines must be naturally aspirated. No turbochargers, blowers, or superchargers allowed.

Fuel

- 1. Gasoline or alcohol fuel only.

Class	Weight Class
K	1050 lb.

Super Stock Diesel, Limited Super Stock Class (J & L)

Chassis

- 1. Must be a stock appearing garden tractor with original hood, grill, and frame.
- 2. Frame must remain stock length.
- 3. May change to another manufacturer's sheet metal, but must maintain stock appearance.
- 4. Weights must not extend more than 24" rearward of the center of the rear wheels.
- 5. Maximum forward length of 96" from the centerline of the rear axle excluding front tow hitch.

Tires

- 1. No studs, chains, wires, duals, radials, or recaps are permitted.

2. Tire size up to 26-12.00 x 12

Drive-train

1. Drive-train components must be original.
2. All power must be transmitted through the rear wheels only, no four-wheel drives.
3. Shift lever lock or retaining devices are allowed.

Engines

1. Limited to 1, single, twin, or three cylinder, 4 cycle garden tractor manufactured engine.
2. OHV or overhead cam engines allowed only if stock for that engine.
 - a. OHV engines must retain stock cylinder head and valves the engine configuration and horsepower rating.
3. No welding or visible modifications to the engine block.
4. Maximum engine displacement of 55 cubic inches.
 - a. A 75 cubic inch class may be added as this is a national class.
5. Limit to 1 carburetor with 1 barrel per cylinder or one two barrel carburetor.
 - a. Carburetor must be stock appearing for engine manufacturer.
 - b. Maximum air restricting venturi of 1.200"
 - i. No air may enter after 1.200" restriction.
 - c. Airflow must be controlled by throttle shaft actuated butterfly valve in stock locations.
 - d. Single cylinder engines may use a carburetor standoff.
 - e. Twin cylinder flathead engines may use a fabricated carburetor manifold.
6. Diesels must use stock fuel injection pump and injectors.
7. Diesels may use one turbocharger with water injection.
8. Gasoline engines must be naturally aspirated. No turbochargers, blowers, or superchargers allowed.
9. Stock crankshaft stroke and maximum .040" overbore of manufacturers standard specification.
10. Reground camshaft on original core only. No built-up or billet camshafts allowed.

Fuel

1. Gasoline or diesel fuel only.

Class	Weight Class
J & L	1200 lb.

Super Modified Class (N, O, & P)

Chassis

1. Sheet-metal in super modified division is optional except for all require shielding per safety rules.
2. Maximum wheelbase of 96".
3. Maximum forward length of 102" from the centerline of the rear axle excluding front tow hitch.
4. Maximum width of 60".
5. Weights must not extend more than 24" rearward of the center of the rear wheels.

Tires

1. No studs, chains, wires, duals, radials, or recaps are permitted.
2. Tire size up to 26-12.00 x 12

Drive-train

1. Automotive rear axle/differentials are allowed as well as solid rear axles.
2. All power must be transmitted through the rear wheels only, no four-wheel drives.

Engines

1. Production motorcycle or snowmobile engines only.
2. Maximum of 4 cylinders, all motors combined.
3. Total displacement not to exceed class limits. (see weight classes below)
4. Maximum of 4 venturi carburetion combined total.
5. Fuel injection allowed, only if stock for that engine.
6. Engines must be naturally aspirated. No turbochargers, blowers, or superchargers allowed.
 - a. Motorcycle engines must have the shield located on the opposite side of the transmission.
 - b. Snowmobile engine must be shielded clutches and belt area.

Fuel

1. Gasoline or racing gas only.

Class	Weight Class	2 Cycle	4 Cycle
N	1050 lb.	585 cc	750 cc
O	1150 lb.	650 cc	1050 cc
P	1250 lb.	800 cc	1350 cc

1450 lb Outlaw Class (Q)

Chassis

1. Tractors must meet all General and Super Modified safety rules.
2. Sheet-metal in Outlaw division is optional except for all require shielding per safety rules.
3. Maximum wheelbase of 96".
4. Maximum forward length of 102" from the centerline of the rear axle excluding front tow hitch.
5. Maximum width of 72".
6. Weights must not extend more than 24" rearward of the center of the rear wheels.

Tires

1. No studs, chains, wires, duals, radials, or recaps are permitted.
2. Tire size up to 26-12.00 x 12

Drive-train

1. Automotive rear axle/differentials are allowed as well as solid rear axles.
2. All power must be transmitted through the rear wheels only, no four-wheel drives.

Engines

1. Engines allowed in Outlaw class:
 - a. 1800 cc Two-stroke with no limit on cylinders.
 - b. 2600 cc four-stroke with no limit in cylinders.
 - c. 2-gas turbines of 100 hp. Manufacturers rating.
 - d. NGTPA legal single cylinder open tractors.

Class	Weight Class
Q	1450 lb.

1600 lb Unlimited Outlaw (S)

Chassis

1. Tractors must meet all General and Super Modified safety rules.
2. Sheet-metal in Outlaw division is optional except for all require shielding per safety rules.
3. Maximum wheelbase of 96".
4. Maximum forward length of 102" from the centerline of the rear axle excluding front tow hitch.
5. Maximum width of 60".
6. Weights must not extend more than 24" rearward of the center of the rear wheels.
7. Tractors must be equipped with a fire extinguisher within easy reach of the driver.
8. Roll cage and three point harness mandatory on all new tractors and recommended for existing tractors.

Tires

1. No studs, chains, wires, duals, radials, or recaps are permitted.
2. Tire size up to 26-12.00 x 12

Drive-train

1. Automotive rear axle/differentials are allowed as well as solid rear axles.
2. All power must be transmitted through the rear wheels only, no four-wheel drives.

Engines

1. 2 or 4 cycle ignition engines to turbine(s) not to exceed 200 hp factory rating.
 - a. Maximum of 4 cylinders per engine, combined displacement not to exceed 2600 cc's.
2. Maximum if 4 venturi (per engine) carburetion combined total.
3. Fuel injection allowed only if stock for that engine.
4. Engines must be naturally aspirated. No turbochargers, blowers, or superchargers allowed.

Class	Weight Class
S	1600 lb.

Turbines (T) (subject to review)

Chassis

1. Tractors must meet all General and Super Modified safety rules
2. Sheet-metal in Turbine class is optional except for all require shielding per safety rules
3. Maximum wheelbase of 96"
4. Maximum forward length of 102" from the centerline of the rear axle excluding front tow hitch
5. Maximum width of 60"
6. Weights must not extend more than 24" rearward of the center of the rear wheels
7. Tractors must be equipped with a fire extinguisher within easy reach of the driver
8. Roll cage and three point harness mandatory on all new tractors and recommended for existing tractors

Tires

1. No studs, chains, wires, duals, radials, or recaps are permitted
2. Tire size up to 26-12.00 x 12

Drive-train

1. Automotive rear axle/differentials are allowed as well as solid rear axles
2. All power must be transmitted through the rear wheels only, no four-wheel drives

Engines

1. Must be factory production and governor controlled not to exceed factory RPM and temperature limits
2. Air intakes must be screened with metal screen having openings no larger than 3/16"
3. Turbine must be enclosed 360 degrees by a 1/4" thick steel or aluminum shroud extending 3" beyond each end of the turbine section unless limited by exhaust housing or other permanently attached engine components
 - a. Shroud must incorporate a flange at each end that extends inward from the shroud
4. Turbines must be equipped with two separate over speed devices for power turbine
 - a. Automatic over speed shutdown is required

Class	Weight Class
T	1600 lb.

Mini-Rods (M & R)

Chassis

1. Maximum forward length not to exceed 8 feet from rear axle center line, with the exception of a tow hook.
2. Maximum vehicle width shall not exceed 6 ft foot print.
3. Seats must have a back height of at least 6" and securely fastened.
4. Fenders are to incorporate a barrier between the driver and the tires and must extend a minimum of 4" horizontally from the inside edge of the tire outward.
5. Roll cage and a minimum 4 point harness mandatory.
6. The drawbar must have a minimum of one 1" solid stock ,grade 8 bolt where it attaches to the tractor.

Tires

1. Tire size up to 18.4-16.1
2. Pneumatic tires only. No studs or chains.
3. No dual tires, no 4 wheel drives.
4. Power must be transmitted through the rear tires

Drive-train

1. Flywheel and clutch must be contained within a S.E.M.A approved bell housing only. No cast bell housings.
2. No cast iron flywheels or bell housings.
3. Transmissions must be OEM equipment.
 - a. Automatic transmissions must be covered with an SFI or S.E.M.A. approved safety blanket covering the entire length of the transmission. body (From the engine block to the front of the tail stock)
4. Drive shafts must be covered 360 degrees with 1/4" steel or 3/8" aluminum shielding securely mounted to the tractor.

5. Drive chains must be covered 360 degrees 1/16" steel or 1/8" aluminum shielding securely fastened to the tractor.
6. Rear-ends can be automotive type or manufactured.

Engines

1. Maximum 370 CID, naturally aspirated, internal combustion, piston based, OEM cast iron blocks only.
2. No turbochargers or superchargers.
3. Limited to a one carburetor up to a maximum of four barrels.
 - a. No Holley Dominators or 4500 series carburetors.
 - b. No fuel injection.
4. Cast-iron OEM style heads are preferred. To be fair with other clubs, aluminum heads will be allowed to compete with draw bar height limited to 12".
 - a. Limited to 2 valves, and one spark plug per cylinder.
 - b. Must maintain OEM valve angles for that engine.
 - c. No roller cams, roller lifters, or mushroom lifters allowed.
 - d. Roller rockers are allowed but must maintain OEM configuration.
 - e. No off-set rockers.
5. All fans and stock type harmonic balancers must have perimeter shielding of no less than 1/16" steel or 1/8" aluminum. Wide enough to prevent horizontal discharge of pieces.
 - a. SFI approved or one piece balancers do not require shielding as long as the crankshaft bolt is rated to grade 8.
6. Side shields, the length of the engine block are required on all vehicles. This shield must extend 6" above and below the crankshaft centerline. Constructed of 1/8" aluminum or 1/16" steel.
7. Cooling systems overflow must be routed to either an adequate overflow tank or into the exhaust system.
 - a. Coolant is limited to water only. No antifreeze of any kind is allowed.

Fuel

1. Gasoline or race gas only.
2. Electric fuel pumps may be used as long as the power is disconnected with the safety tether. (kill switch)

Safety

1. All vehicles have a minimum of one 2-1/2 lb fully charged fire extinguisher, in working order, within easy reach of the driver.
2. Vehicles must be equipped with a neutral safety switch. In other words the starter must not energize unless the transmission is in either neutral or park.
3. Vehicles with reverse must have a 2" diameter white light on the back of the tractor automatically energized when the transmission is in reverse.
4. Hands up when hooking and unhooking.

Class	Weight Class
M	1850 lb.
R	1950 lb

Compact Diesel Class (U)

Chassis

1. Must use tractor style sheet-metal including deck and/or running boards
2. Side shields must enclose engine compartment
 1. .060" steel or aluminum or factory side shields with any screened portion covered or replaced with solid material of the required thickness
3. Maximum wheelbase = 96"
4. Maximum overall length from the center of the rear wheel forward is 102"
5. Maximum width of 72"
6. Weights must not extend more than 24" rearward of the center of the rear wheels

Tires

1. No studs, chains, wires, duals, radials, or recaps are permitted
2. Maximum tire size on a 15" diameter wheel

Drive-train

1. Must use a garden tractor type rear-end, differential or transaxle housing or casting

2. All power must be transmitted through the rear wheels only, no four-wheel drives
3. Must have flywheel shielding of .125" steel or .250" aluminum
4. Transmissions must be OEM style equipment.
5. Shift lever lock or retaining devices are allowed

Engines

1. Stock, OEM garden tractor engines only.
 - a. Maximum engine displacement of 3000 cc (184 cid)
 - b. Maximum 2 valves per cylinder
2. No propane or nitrous oxide
3. Limited to one turbocharger not larger than 2" inlet measured at the face of the compressor wheel
4. Engine side shield of .125" steel or .250" aluminum covering the crankshaft and connecting rod area, located on the side opposite the camshaft is required

Fuel

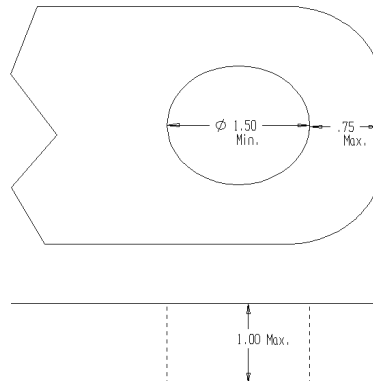
1. Diesel fuel only.

Class	Weight Class
U	1200 lb.

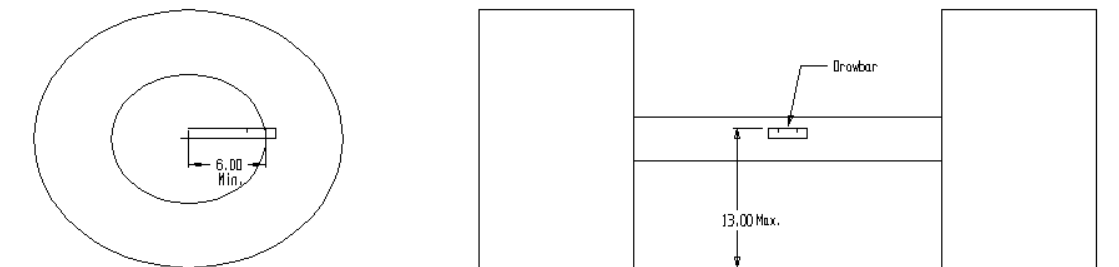
Appendix (Applies to references made in Class Rules)

Drawbar

- The drawbar hook area must be made of steel or (NQS approved) and be capable of handling the anticipated load
 - This is a critical safety point for tractor pulling. A drawbar failure can cause injury to yourself, the track crew, and spectators (subject to approval)
- The drawbar must have a minimum of one 1/2" grade 8 bolt, where it attaches to the tractor (See Mini Rod for exception)
- The hook point shall be horizontal or parallel with the ground
- Drawbars can be adjustable but must be stationary in all directions during the pull
 - A clevis may be allowed in the stock classes for the actual hook point
 - The pivot point of the clevis will be considered the hook point and must meet the 13" height limit and 6" minimum set back from axle center
- The drawbar thickness shall not to exceed 1 inch at the hook point (height of material)
- Drawbars shall have a minimum of a 1-1/2" diameter hole for the hook
- The hook point shall have no greater than 3/4" of material toward the sled. (The hook has a 3/4" opening and must be allowed to connect freely)

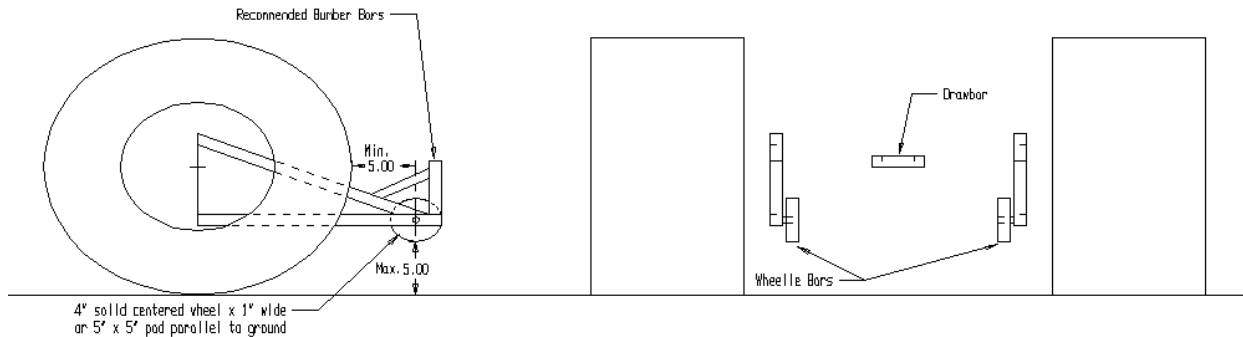


- The hook point shall be no higher than 13" from the ground
 - No tricky, driver accessible height adjusting devices
 - CGTPA reserves the right to adjust this height in certain situations to provide a level playing field. (Such as dropping to 12" when running aluminum heads on a Mini-Rod)
- The hook point must be a minimum of 6" behind axle centerline to a maximum of 18"
 - This is the point the hook will pull from, not the back edge of the drawbar or clevis



Wheelie Bars

- All vehicles must be equipped with a device to prevent turn-over capable of supporting the weight of the tractor (subject to approval)
 - Consisting of two sections, each must be equipped with a pad or wheel
 - Pads must be a minimum of 5" x 5"
 - Wheels must be a minimum of 1" wide by 4" in diameter
 - No plastic hubs – metal only
- Pads or wheels must be at least 5" behind the back of the rear tire and not more than 5" from the ground
- No spring loaded devices allowed



Bumper Bars

Bumper bars are highly recommended to protect you and the tractor from sled impact during a quick shut-down or mechanical failure.

- It is recommended that the above described anti tip-over device be incorporated with bumper bars
- These should consist of a bar extending vertically 6" from the rear-most tip of the skid pads or wheels
- The top of the vertical bar should be supported by a brace which extends to the wheelie bar, chassis, etc.

Safety Shutdown Tether Switch

All vehicles must be equipped with a functioning safety shutdown tether. (This rule will be effective 2015.) This must be mounted at the rear of the vehicle where it will not interfere with the hooking chain or tractor weights. An emergency pull-out cable will be attached to the disconnect switch via a cable from the sled. This cable can be pulled by the sled operator to shut-down your tractor in an emergency. It shall also be able to pull-out your switch should the tractor and sled become disconnected.

- This kill switch shall have a minimum of a 1" diameter ring easily accessible to the person hooking the sled to the tractor.
- This switch will disable the spark and any electric fuel pumps on ignition vehicles
- Diesels must have both air and fuel disabled by the switch
- This switch must be easily pulled out – no tape, wire-ties, or other means to prevent loose switches from rattling loose are allowed
- Non-stock tractors without a functioning tether switch will be disqualified
 - Many drivers use a trailer break-away switch



Reverse Indicator Lamp

A reverse indicator lamp is required, on vehicles with reverse, when the driver is unable to view the hook point or sled crew. In other words they are unable to determine if someone is behind them. The lamp shall be a 2" diameter white light mounted on the rear of the tractor. This lamp indicates to the sled crew that your vehicle is capable of backing up. Nobody shall be between the sled and the tractor when the reverse indicator light is on!

This currently applies to Mini-Rods, 1600 lb Unlimited Outlaw, and Turbines.

Turbocharger Exhaust

- Turbochargers must be either shielded 360 degrees or be inside and enclosed engine compartment
- Exhaust must have two bolts installed in the vertical portion, which are at least 5/16" diameter.
 - They must be 90 degrees apart and within 1" of each other

