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2026 Rule Book

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Board of Directors

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Secretary:	Becky Glander
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Stay current with our schedule, rules, weather cancelations, etc. on Creekside Garden Tractor Pullers Facebook Fan Page or at <https://www.racershall.com/garden-tractor-pulls/>.

Definitions

ATV – All Terrain Vehicle

cc – Cubic Centimeters.

ci – Cubic Inches.

CID – Cubic-Inch Displacement.

DOT – Department of Transportation.

Factory – Components or assemblies produced by a known manufacturer.

False Start Line – the 50' or 100' (dependent on the class you're entered in) marked distance on the track to which the driver has the option to stop their tractor for a repull.

Fender Strap – The extended front section of a rear fender far or low enough to prevent the driver's foot or leg from entering the rear wheel space.

Flagman – Person working in conjunction with other track officials to indicate to the driver with a green flag that it is okay to pull or red flag to stop immediately.

Floating Finish Line – Used when two or more tractors in the same class are tied and need a pull-off to determine the winner. Whichever tractor pulls the furthest, wins.

HP – Horsepower.

No Man's Land – 10' foot safety space between track and spectators to which **no one** is allowed. Exceptions are track official(s), driver, and sled operator.

Non-Stock – 4,200 RPM's and greater.

NQS – National Quarter Scale.

Pull Off – An added pull used to break a tie between two or more tractors.

RPM – Revolutions Per Minute.

OEM – Original Equipment Manufacturer.

OHV – Overhead Valve.

Safety Shutdown Tether Switch – A device securely attached to the rear of the tractor that shuts down the tractor's engine and if equipped the electric fuel pump. This is activated when pulled out by the sled's emergency pull out cable.

Scale Back – Returning the tractor and driver to the scale to be weighed following a completed pull.

Scratching – A driver withdrawing from the competition.

SEMA – Specialty Equipment Market Association.

Start Cart – A device or assembly used to start the tractor's engine that is not permanently attached to the tractor.

Stock – Components or assemblies that are not OEM but accurately match the makeup of the OEM part. i.e. type of material, thickness, weight, etc.

Supercharger – An engine driven compressor used to improve power by increasing the flow of air and fuel into the engine cylinders.

Test Puller – The first driver in each class to pull the weight transfer sled.

Track Official – Persons controlling or governing the contest.

Turbocharger – A centrifugal blower driven by exhaust gas turbines which is used to supercharge the engine.

UTV – Utility Task Vehicle

Weight Transfer Sled – A device that can transfer weight from the wheels at the back, to the pan at the front.

Wheelbase – The distance measured from the center line of the front axle to the center line of the rear axle.

General Safety Rules

These general safety rules are adopted as the minimum required. These rules do not take ownership or responsibility for the safety of you or your tractor. You and your tractor are only as safe as you (the owner), and the driver make it. Creekside Garden Tractor Pullers Association (will be known as CGTPA throughout this document) reserves the right to disallow any tractor or driver from competition that is a threat to the safety of themselves and/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 weight transfer sled.

Tractor Safety Rules

All CGTPA pulling tractors must have:

1. Sheet-metal fenders, and safety guards per individual class rules mounted in a secure manner.
2. A securely attached seat with at least a 3" high seat back.
3. An engine shutoff switch within reach of the driver.
4. Foot pegs and fender straps or running boards to prevent feet and legs from contact with the rear tires.
5. Rear fenders extending at least 4" horizontally over the rear tires.
6. A working pull-out type kill switch.
 - a. See **Appendix** – "Safety Tether Switch" for details.
7. Wide front axles with adequate steering.
 - a. The front wheels must track within any portion of the rear wheels.
8. Fully functioning rear brakes capable of stopping the tractor safely.
9. A secure drawbar capable of handling the load and compatible to our weight transfer sled hook.
 - a. See **Appendix** – "Drawbars" for details.
10. Weights securely fastened and the weights must not interfere with hooking to the weight transfer sled or safe operation of the tractor.
11. 360 degrees of flywheel shielding with .125" steel or .250" aluminum, within ½" of stock shielding or flywheel.
 - a. *Exception – Hometown and Stock classes.*
12. A steel flywheel for all classes exceeding 4,200 RPM's.
13. 360 degrees of shielding around clutch(s) with .125" steel or .250" aluminum.

14. Engine side shields of .125" steel or .250" aluminum. See class rules for details.
 - a. *Exception – Hometown and Stock classes.*
15. Billet steel or aluminum starting pulleys.
 - a. No cast iron or die cast aluminum pulleys are allowed.
 - i. All starting or timing pulleys must be safety pinned to crankshaft.
16. Shields around all drive belts, chains, pulleys, and shafts.
 - a. U-joint(s) must be shielded 360 degrees.
17. Exhaust that does not discharge toward the side, front, or sled operator.
 - a. No devices or adapters that could allow material to discharge horizontally are allowed.
 - i. Examples are rain caps or exhaust flappers.
18. A safe throttle control system.
 - a. Non-stock classes must have automatic return to idle when released. i.e. springs
 - b. Hand throttles must push forward to increase RPM's.
19. A safe fuel system utilizing pump fuels.
 - a. Adequate fuel lines must be routed in a safe manner.
 - b. An appropriately secured fuel tank with secured fuel cap must be used.
 - c. All fuel tanks on any tractor must be mounted away from severe heat source or any potential hazard. Discretion and final say will belong to the CGTPA Board members and or tech inspector.
 - d. No pressurized fuels or fuel tanks of any kind.
 - i. This does not mean fuel pumps.
 - e. No propane, nitrous oxide, nitro methane, or other oxidizers allowed.
20. Batteries securely mounted with terminals and cables protected from short circuit.
21. A device to prevent turn-over.
 - a. This device must consist of two sections equipped with a pad or wheel capable of supporting the vehicle.
 - i. See **Appendix** – "Wheelie Bars" for details.
22. Turbochargers and superchargers shielded 360 degrees or inside an enclosed engine compartment if the class allows them.
 - a. Turbocharger must have a minimum of two 5/16" diameter bolts installed in the vertical portion of the exhaust pipe(s) They must be 90 degrees apart, and within 1" of each other. (Known as fragment catcher)

23. A fire extinguisher mounted to the pulling tractor. NO EXCEPTIONS!

All CGTPA pulling tractors must not have:

1. Hometown classes with non-stock rotating masses opposite the flywheel side.

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.

1. A driver must be in the seat at any time the engine(s) is/are running.
2. **A DOT rated full-face helmet and shield will be required for all tractors operating at greater than 4,200 RPM.**
 - a. **Shield must be down during the pull.**
3. **A DOT rated full-face helmet with appropriate eye protection is required for all tractors operating at 4,200 RPM or less.**
 - a. **Any questions toward what is appropriate, please see a CGTPA Board member or track official.**
 - b. **CGTPA Board members and track officials have final say over if the used eye protection is appropriate.**
4. Long sleeves, long pants, and appropriate footwear are required for all drivers.
5. No flip-flops, sandals, or open toe shoes allowed.

6. A fire-retardant jacket and a minimum of long cotton pants are required to be worn in all non-stock classes.
7. Alcohol fuel drivers must wear a complete fire-retardant suit.
 - a. This consists of jacket, pants, gloves, shoes, and full helmet with shield. Jackets must be completely closed when actively pulling the weight transfer sled.
8. Drivers must always keep at least one hand on the steering wheel during a pull.
9. Drivers must remain seated during a pull.
 - a. Leaving the seat is cause for disqualification.
10. 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 sees your fingers under the fenders you will be disqualified.
 - a. The addition of a grab handle to the top of the fenders is encouraged.
11. Only track officials, competitors, and paid members are allowed on the track or beyond the guardrail during a pulling event.
 - a. This includes but is not limited to parents, guardians, photographers, videographers, etc.
12. Crew members may assist with spotting the sled and backing the tractor.
13. Parents or guardians may walk alongside our young competitors in the Stock class if they have a paid membership.
14. No hot rodding onto or off the track or in the pit areas. Keep it slow and in control!
- 15. NO ALCOHOLIC BEVERAGES ON THE TRACK OR IN THE STAGING AREA!**
16. Any driver that appears to be impaired, for any reason, will not be allowed to compete.
17. Unruly or unsportsmanlike conduct will not be tolerated.
 - a. The first offense will be an immediate disqualification for the event without payback or reimbursement.
 - b. A second offense will justify being prohibited from participation in any CGTPA event for one year and ten days from the date of infraction.
18. Hot rodding and/or drinking penalties are as follows:

1 st infraction	Warning.
2 nd infraction	Loss of prize money and points.
3 rd infraction	Prohibited from participation in any CGTPA event for a period of one year and ten days from date of the 3 rd infraction.
19. You must have a valid driver's license or ATV/UTV safety course card to operate an ATV/UTV used as a tow or service vehicle.
20. Age requirements for competitors are:
 - a. Children ages 5-8 may run the Kid's Class (C1) accompanied by a parent or guardian alongside the tractor.
 - b. Children under the age of 8 may run exhibition class on a Hometown or Stock class tractor if accompanied by a parent or guardian alongside the tractor.
 - c. Minimum age of 8 years for Hometown, Stock, and Hot Stock classes.
 - d. Minimum age of 15 years for Pro Stock, Diesel Super Stock and Super Modified classes with 3 years prior pulling experience. Driver must also demonstrate the ability to handle the tractor and obtain approval by the CGTPA Board.
 - e. Minimum age of 16 years for Mini-Rod classes.

Note: The strictest rule applies depending on your age.

- 21.** All pullers under the age of 18 must have a waiver signed by a parent or legal guardian before competing.
22. When hooking and unhooking to or from the weight transfer sled, drivers must place the transmissions in neutral with their hand or foot off the clutch.
 - a. Holding your hands up to signify that it is safe to hook or unhook the tractor is recommended.
23. All tractors must start the pull with a tight chain. The track crew will roll you ahead to take up the slack.
24. The track crew will signify when you are hooked or unhooked by either tapping on your shoulder or giving you a "thumbs up".

Registration

Registration Procedure

1. Registration cost is \$20.00 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 two classes per event.
 - a. Stock tractors may jump to Hot Stock class but must follow Stock class rules on governed speed unless equipped with steel flywheel and shielding.
3. For a class to be eligible in payout, there must be a minimum of three tractors registered in that class.
 - a. This means if only one or two tractors register in a class for any event, there will be no placement payout.
4. Pulling position will be determined by a random drawing during registration or by random computer selection.
5. Registration closes 30 minutes before the start of the event to allow for posting of lineups and calculation of payouts.
6. Late arrivals without prior late call will be added to the bottom of the line-up, and a \$5.00 fee will be assessed.
 - a. If you are in the points fund, you will not be eligible for points that day.
7. Scratching from a class after registration is closed, shall not constitute a refund.
8. Only members will be allowed to compete at sanctioned events. Non-members will be paid out for their placing.

Membership

1. Annual membership fee for CGTPA is \$20.00 per year if purchased on or before May 1st and \$25.00 after May 1st.
2. Temporary event memberships can be purchased for \$5.00.
 - a. You will automatically become a full member after purchasing \$25.00 worth of temporary memberships.
3. Memberships run from January 1st to December 31st for one calendar year.

Points Fund

1. Points for the season will be accumulated for each tractor.
 - a. This is only at sanctioned point events.
2. Each tractor must be registered into each class to be eligible for season points.
3. For a tractor to be eligible in the points fund, there must be a minimum of three tractors joined into the points fund for that class and compete at a minimum 40% of held events for that points season.
 - a. This means if only one or two tractors joined the points fund for a class and 60% or more of the held events that season have passed, there will be no points fund for that class.
4. Accumulation of points begins with your first event pull.
5. Place and/or hook points will only be awarded if the tractor makes a bona fide attempt to pull the sled.
 - a. 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.
 - a. If two or more tractors pull to a tie and the tie is not pulled off, the payout for those positions will be combined. The money will be distributed equally to the tied tractors.
7. If the event is cancelled due to rain or poor track conditions, tractors entered but not competing, will have their registration fee refunded and receive 'first place' points for that class.
8. Five points will be given per tractor, per point's class for those that have completed the tech inspection prior to the first scheduled event.

9. All tractors registered as part of the CGTPA Points Fund will receive season points based on the following schedule:

	Number of Tractors									
Finishing Position	1	2	3	4	5	6	7	8	9	10
1 st Place	1	2	3	4	5	6	7	8	9	10
2 nd Place	-	1	2	3	4	5	6	7	8	9
3 rd Place	-	-	1	2	3	4	5	6	7	8
4 th Place	-	-	-	1	2	3	4	5	6	7
5 th Place	-	-	-	-	1	2	3	4	5	6
6 th Place	-	-	-	-	-	1	2	3	4	5
7 th Place	-	-	-	-	-	-	1	2	3	4
8 th Place	-	-	-	-	-	-	-	1	2	3
9 th Place	-	-	-	-	-	-	-	-	1	2
10 th Place	-	-	-	-	-	-	-	-	-	1
11 th to last	-	-	-	-	-	-	-	-	-	-
Out of Bounds	1	1	1	1	1	1	1	1	1	1

Payout

1. Each class will payout the top half of that class to a maximum placement of the top five tractors.
 - a. There must be the required three tractors to make a class for there to be a payout.
 - i. See **Registration**.
 - b. If there are twelve tractors in a class, so that half of the class would then be six, the maximum payout is still five. See chart below.
 - c. If there are an odd number of tractors in a class, the divided number for payout will be rounded up. See chart below for examples.

Number of Tractors in Class	Maximum Number of Placements Paid Out
3	2
4	2
5	3
6	3
7	4
8	4
9	5
10	5
11	5

Contest Operations

General Rules

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

Attention: Any tractor that shows significant advantage in any class will be evaluated and/or subject to a full inspection.

Contest Procedures

1. Contestants must pull in the order of the position drawn.
2. In case of mechanical breakage at the starting line, contestant may drop to the last position.
 - a. This must be confirmed by a track official.
3. From the moment that both track and sled are prepared for competition, the puller has three minutes to hook and make his/her attempt to pull.
4. Each driver has the right to have the sled spotted to a particular location on the starting line.
 - a. The driver or assigned crew member is responsible to clearly request the location before the weight transfer sled is returned to the starting line.
5. All sleds must be started in gear and with the front of sled even with starting line.
6. Each driver will be allowed two attempts to make a measurable pull.
 - a. An attempt is defined as moving the weight transfer sled 1" or further. If during the first attempt the driver lets off the throttle before reaching the false start line, the driver 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. The intent is not to slam on the brakes to stop before the false start line or at any time during the pull. This is to allow a smooth and safe stop.
 - i. For classes A through I, except G, the false start line is 50'.
 - ii. For classes G, J and beyond the false start line is 100'.
7. On any re-pull caused by contest malfunction, the driver may either re-hook immediately or drop to last puller in that class.
8. Driver will be able to drop to last if malfunction occurs on his/her first attempt and he/she has let off the throttle before crossing the false start line.
 - a. Driver will be eligible for one more attempt.
9. Any disqualification on the first attempt bars a second attempt. See **Test Puller**.
 - a. Should the class be restarted, any driver disqualified during competition will be allowed to re-pull in the position drawn.
10. If a class is restarted, all competitors having pulled previously will have the same options as the first puller or test puller. See **Test Puller**.
 - a. This will be in descending order.
 - b. In the case of a re-pull, it is the competitor's responsibility to alert the track officials of his/her decision.
11. If a tractor is legal when hooked to a sled and breakage occurs while under the green flag due to unforeseen circumstances, the pull will be measured.

- a. If tractor loses equipment, ballast or liquid, or goes out of bounds on the same pull attempt the pull is disqualified.
- 12. Once pull is complete, the driver will be required to scale back.
 - a. Any driver that fails to scale back will be disqualified.
- 13. The weight allowed for any class cannot exceed that weight by more than 5 pounds.
 - a. Any amount of weight exceeding that will be disqualified.
- 14. The only clay that may be removed after a completed pull and before scaling is the clay that can be reached by the seated driver.
 - a. Any driver leaving the tractor to do so and/or other persons removing clay will result in that completed pull being disqualified.
- 15. Two attempts to weigh the tractor and driver will be allowed with the scale back after a completed pull.
 - a. If the driver drives onto the scale and is overweight, the driver is allowed to back off the scale one time for the scale to be reset. The driver can then drive back onto the scale for their weight. If tractor and driver are still overweight by the allowed 5 pounds on the second attempt, they are disqualified.

Attention: Any tractor that shows significant advantage in any of the classes will be evaluated and/or subject to a full inspection.

Test Puller

- 1. The driver pulling in the first position of each class is considered the test puller.
 - a. The lineup is determined by a driver drawing or a random computer-generated list once registration is closed.
- 2. Provided that the weight transfer sled is deemed correct, the test puller may:
 - a. Accept their distance, or
 - b. Refuse their distance and become the last hook of the class.
- 3. If the test puller has mechanical problems during his/her test pull, the track official may grant the driver the option to move to the last position.
 - a. This means that the test puller has dropped his/her test pull and will have the potential of upcoming attempts.
- 4. Only the test puller and only on his/her test pull will have the option of dropping an out of bounds disqualification.
 - a. All other reasons for disqualification apply.
 - b. On all subsequent attempts the out of bounds rule will apply to him/her.
- 5. If the weight transfer sled needs further adjustment, the competitor immediately following each adjustment will be considered the test puller.
- 6. It is the test puller's responsibility to inform the finish flagman as to his/her decision to accept or drop the test pull.
 - a. 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.
 - a. The added distance shall be 10' maximum.
 - b. Extended boundaries must be clearly marked.
 - c. Drivers must be informed of floating finish line prior to the pull-off.
 - d. This is an option and is NOT required at any event.
- 2. Order of pull-off will be in the order which the tractors made full pulls or tied distances.
 - a. This may or may not be in the order of the original line-up.

3. In pull-off situations, the driver does not have the option of dropping six positions.
 - a. The only exceptions to this being:
 - i. If the pull-off is not run on the same track, or with the same sled, or on the same day, or there is a contest malfunction.
 - ii. A rain delay will constitute a judgment call on part of the official. This is regarding the degree to which the track has changed.
4. If a pull-off is not completed due to rain, curfew, etc., purse monies and points for the places involved will be divided evenly among all those who qualified for the pull-off.
5. In the case of a second pull-off the points and purse for the places involved will be divided evenly, if all drivers qualified wish not to hook again.

Weight Transfer Sled Requirements

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

Track Rules

1. Track officials control the contest.
 - a. They interpret and enforce the rules.
 - b. Track official's decisions are final.
 - c. Arguing and unsportsmanlike conduct with a track official will be cause for disqualification.
2. The flagman will indicate when you may begin your pull with a green flag and then a red flag when your pull is completed, or you need to stop for safety reasons.
3. The loss of any item from a tractor pulling on the track is cause for disqualification.
 - a. *Exception: A loss caused by breakage. If there is a 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.
 - a. Efforts should be made to drive the tractor onto and off the pulling track.

- b. 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 to complete a successful pull.
 - a. The second attempt will be your official distance for the class.
 - b. You must begin stopping before the false start line. See your class in **Class Rules** for detail.
 - c. Weights can be moved after your first attempt, but the tractor weight 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.
 - a. Any part of the tractor touching the line or past the line is deemed out of bounds.
 - b. A front tire may exceed the boundary line as long as remains in the air.
8. Weight and hitch height can be checked any time before or after your pull.
9. Tractors must be fueled prior to weigh in.
10. Total weight includes tractor, seated driver, safety clothing, and helmet. No weight or fuel can be added after the pull to make weight.

Class Rules

Kids Class (A)

Class	Weight Allowed for Class	Horsepower
A	1000 lb.	16 HP or less

1. Ages 5-12
2. Parent or guardian must always supervise puller.
3. Track official will be responsible for hooking tractor to sled.
4. Entry fee \$5.00 for insurance coverage.
5. No payout.
6. No season points.
7. Safety shutdown tether switch is required.

Hometown Stock & Hydrostatic (B, C, D & E)

Class	Weight Allowed for Class	Horsepower
B	900 lb.	12 HP or less
C	1000 lb.	16 HP or less
D	1100 lb.	18 HP or less
E	1200 lb.	25 HP or less

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 or stock parts.
4. Clutch upgrades are permitted such as heavier springs, etc.
5. Weights must not extend more than 24" rearward of the center line of the rear wheels.
6. Tractor is allowed to have attachments, but they must be disabled.
 - a. Belts or driveshaft must be removed.

7. The maximum allowed forward length of the tractor including the weight rack is 96" from the centerline of the rear axle.
 - a. Excluding front tow hitch.

Tires

1. Hometown class tire requirements are:
 - a. Tire must say "Turf" and/or "Lawn" on them.
 - b. Must be a closed faced flat tread with a lug gap no wider than the lug width.
 - c. May be what came OEM on the tractor.
 - d. CGTPA Board members and/or tech inspector must approve any tire in question.
2. No studs, chains, wires, duals, radials, or recaps are permitted.
3. No grinding, grooving, or other modifications are allowed.
4. Tire sizes up to 26-12.00 x 12 are allowed.
 - a. Larger tires will be allowed if OEM for that tractor and will need to be approved by CGTPA Board member and/or tech inspector.
5. The maximum rim width allowed is 12".

Drivetrain

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.
 - a. No four-wheel drives allowed.
3. Transmissions must be OEM type equipment.
4. Shift lever lock or retaining devices are allowed.
5. No gear drive tractors allowed in the Hydrostatic Class (C1)

Engines

1. Factory or OEM garden tractor engines only.
 - a. Engines must have:
 - i. Stock carburetor and ignition system.
 - ii. Stock flywheel for that engine.
 1. **No** aftermarket flywheel of any kind allowed.
 - iii. The governor adjusted at or below 3,800 RPM.
 1. **No** exceptions are allowed.
 - b. Engines must not have:
 - i. Internal modifications.
 - ii. Turbos or supercharges.
 1. *Exception: This is allowed if OEM for that tractor.*

Fuel

1. Gasoline or diesel only.

Stock Class (F, G, H, I, J, K, F-EFI, G-EFI, H-EFI, I-EFI, J-EFI & K-EFI)

Class	Weight Allowed for Class	Horsepower	Class	Weight allowed for Class	Horsepower
F	950 lb.	Single Cylinder up to 16 HP	F-EFI	950 lb.	Single Cylinder up to 16 HP
G	1050 lb.	Single Cylinder up to 16 HP	G-EFI	1050 lb.	Single Cylinder up to 16 HP
H	1150 lb.	Single Cylinder up to 16 HP	H-EFI	1150 lb.	Single Cylinder up to 16 HP
I	950 lb.	Twin Cylinder up to 25 HP	I-EFI	950 lb.	Twin Cylinder up to 25 HP
J	1050 lb.	Twin Cylinder up to 25 HP	J-EFI	1050 lb.	Twin Cylinder up to 25 HP
K	1150 lb.	Twin Cylinder up to 25 HP	K-EFI	1150 lb.	Twin Cylinder up to 25 HP

Chassis

1. OEM frame and chassis combination in the OEM locations.
 - a. *Exception: Front axle may be moved from the OEM position.*

2. Any stock or OEM sheet-metal is acceptable.
 - a. An example is John Deere on a Cub Cadet.
3. The maximum allowed wheelbase is 56".
 - a. No frame extensions allowed.
4. Front axle may be fabricated.
5. Weights must not extend more than 24" rearward of the center line of the rear wheels.
6. Maximum allowed forward length of tractor including the weight rack is 96" from the centerline of the rear axle.
 - a. Excluding the front tow hitch.

Tires

1. Turf, agriculture, molded, or cut tires are allowed.
2. No studs, chains, wires, duals, radials, or recaps are permitted.
3. Tire sizes up to 26-12.00 x 12 are allowed.
4. This maximum rim width allowed is 12".

Drivetrain

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.
 - a. No four-wheel drives allowed.
3. Must have clutch shielding of .125" steel or .250" aluminum.
4. Shift lever lock or retaining devices are allowed.

Engines

1. Factory or OEM garden tractor manufactured engines only. Single cylinder engines allowed up to a 16hp maximum and twin cylinder engines are allowed up to a 25hp maximum.
 - a. Engines must have:
 - i. A maximum overbore of .030".
 - ii. An OEM or stock carburetor.
 1. OEM equipped EFI will be allowed in the EFI classes only.
 - iii. An OEM or factory engine block.
 1. No aftermarket allowed.
 2. Engine block must have legible OEM or factory casting numbers.
 - iv. OEM or factory heads.
 1. No aftermarket allowed.
 2. Heads must have legible OEM or factory casting numbers.
 - v. A stock or OEM camshaft.
 1. No welded or adjustable camshafts allowed.
 - vi. A stock or OEM starter.
 1. No start carts allowed.
 - vii. The governor set at or below 4,200 RPM.
 - viii. Flywheel shielding of .125" steel or .250" aluminum.
 - b. Engines must not have:
 - i. Any internal modifications other than a standard rebuild.
 - ii. Hold down head straps.
 - iii. Turbochargers or superchargers.
2. A steel flywheel is recommended, but not required.
3. The class is split into single and twin cylinder engines.
 - a. Entering a single cylinder into a twin cylinder class is allowed.
 - b. Entering a twin cylinder into a single cylinder class is not allowed.

Fuel

1. Gasoline or diesel fuel only.

Governed 5,000 RPM Class (L1 & L2)

Class	Weight Allowed for Class	Horsepower
L1	1150 lb.	Twin Cylinder up to 25 HP

Chassis

1. OEM frame and chassis combination in the OEM locations.
 - a. Motor may be mounted off stock location.
2. Any stock or OEM sheet-metal is acceptable.
 - a. An example is John Deere on a Cub Cadet.
3. The maximum allowed wheelbase is 56".
 - a. No frame extensions allowed.
4. Weights must not extend more than 24" rearward of the center line of the rear wheels.
5. The maximum allowed forward length of the tractor including the weight rack is 96" from the centerline of the rear axle.
 - a. Excluding the front tow hitch.

Tires

1. No studs, chains, wires, duals, radials, or recaps are permitted.
2. Tire sizes up to 26-12.00 x 12 are allowed.
3. Turf, agriculture, molded or cut tires are allowed.
4. The maximum rim width allowed is 12".

Drivetrain

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.
 - a. No four-wheel drives allowed.
3. Must have clutch shielding of .125" steel or .250" aluminum.
4. Shift lever lock or retaining devices are allowed.

Engines

1. Factory or OEM garden tractor manufactured engines only.
 - a. Engines are allowed to have:
 - i. The maximum overbore allowed is .030".
 - ii. Internal modifications beyond stock specifications.
 - iii. Aftermarket carburetor, ignition, cylinder heads, flywheel, starters.
 - iv. Shift lever lock or retaining devices.
 - b. Engines must have:
 - i. A governor adjusted at or below 5,000 RPM.
 - ii. Flywheel shielding of .125" steel or .250" aluminum.
 - iii. Clutch shielding of .125" steel or .250" aluminum.
 - iv. An attached dedicated starter.
 1. No starter cart.
 - c. Engines must not have:
 - i. Turbochargers or superchargers.

Fuel

1. Gasoline or diesel fuel only.

Super Stock Class (M)

Class	Weight allowed for Class
M	1050 lb.

Chassis

1. Must be an OEM appearing garden tractor with OEM hood, grill, and frame.
2. Chassis must be from OEM produced garden tractor.
3. Lengthening of OEM chassis is allowed provided frame remains stock appearing with:
 - a. Same material type used.
 - b. Size and dimensions as OEM are used.
4. May change to another manufacturer's sheet metal but must maintain OEM appearance.
5. Weights must not extend more than 24" rearward of the center line of the rear wheels.
6. The maximum allowed forward length of the tractor including the weight rack is 96" from the centerline of the rear axle.
 - a. Excluding the front tow hitch.

Tires

1. No studs, chains, wires, duals, radials, or recaps are permitted.
2. Tire sizes up to 26-12.00 x 12 are allowed.
3. The maximum rim width allowed is 12".
4. Turf, agriculture, molded, or cut tires are allowed.

Drivetrain

1. All power must be transmitted through the rear wheels only.
 - a. No four-wheel drives allowed.
2. Transaxle must be from OEM produced garden tractor.
3. Must have clutch shielding of .125" steel or .250" aluminum.
4. Shift lever lock or retaining devices are allowed.

Engines

1. Limited to one single engine or one twin cylinder four-cycle air-cooled garden tractor factory manufactured engine.
2. (NQS) rules apply.
 - a. Visit www.ngtps.org for more information.
3. Ported and polished heads are allowed.
4. The maximum allowed engine displacement for a/an:
 - a. Single cylinder flat head is 50.5 cubic inches.
 - b. Twin cylinder is 68 cubic inches.
 - c. Overhead valve single cylinder is 46 cubic inches.
5. Limit one carburetor with one barrel per cylinder.
 - a. The maximum allowed air restricting venturi is 45 mm or 1.800".
6. All engines must be naturally aspirated.
7. All engines must not have:
 - a. Turbochargers or superchargers.
 - b. Overhead camshafts.
8. Head strap or cable of 5/16" thick is recommended, but not required.

Fuel

1. Gasoline fuel only.

Pro Stock Class & Super Stock Diesel (N & O)

Class	Weight allowed for Class
N & O	1200 lb.

Chassis

1. Must be an OEM appearing garden tractor with OEM hood, grill, and frame.
2. Chassis must remain OEM length.
3. May change to another manufacturer's sheet metal but must maintain OEM appearance.
4. Weights must not extend more than 24" rearward of the center line of the rear wheels.
5. The maximum allowed forward length of the tractor and weight rack is 96" from the centerline of the rear axle.
 - a. Excluding the 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. The maximum rim width allowed is 12".

Drivetrain

1. Drivetrain components must be original.
2. All power must be transmitted through the rear wheels only.
 - a. No four-wheel drives allowed.
3. Must have clutch shielding of .125" steel or .250" aluminum.
4. Shift lever lock or retaining devices are allowed.

Engines

1. Limited to one single cylinder engine, one twin cylinder engine, or one three-cylinder engine, four-cycle garden tractor factory manufactured engine.
2. OHV or overhead cam engines allowed only if OEM for that engine.
 - a. OHV engines must retain:
 - i. OEM cylinder head and valves.
 - ii. The engine configuration.
 - iii. Horsepower rating.
3. No welding or visible modifications allowed to the engine block.
4. OEM crankshaft stroke and maximum .040" overbore of manufacturers standard specification allowed.
5. Reground camshaft on original core only allowed.
 - a. Built-up or billet camshafts are not allowed.
6. The maximum engine displacement for:
 - a. Diesels is 70 cubic inches.
 - b. Gasoline is 48 cubic inches.
7. Gasoline engines:
 - a. Are limited to one carburetor with one barrel per cylinder or one two-barrel carburetor.
 - i. Carburetor must be OEM appearing for that engine manufacturer.
 - ii. The maximum allowed air restricting venturi is 30 mm or 1.200".
 - iii. Airflow must be controlled by throttle shaft actuated butterfly valve in OEM locations.
 - iv. Single cylinder engines may use a carburetor standoff.
 - v. Twin cylinder flathead engines may use a fabricated carburetor manifold.
 - b. Must be naturally aspirated.
 - i. No turbochargers or superchargers allowed.
8. Diesel engines:
 - a. Diesels must use stock fuel injection pump and injectors.
 - b. Diesels may use one turbocharger with water injection.

Fuel

1. Gasoline or diesel fuel only.

Super Modified Class (P, Q & R)

Class	Weight Allowed for Class	2 Cycle	4 Cycle
P	1100 lb.	585 cc	750 cc
Q	1150 lb.	650 cc	1050 cc
R	1250 lb.	800 cc	1350 cc

Chassis

1. Sheet-metal in super modified division is optional except for all require shielding per safety rules.
2. The maximum allowed wheelbase is 96".
3. Maximum forward length of tractor including weight rack is 102" from the centerline of the rear axle.
 - a. Excluding the front tow hitch.
4. The maximum allowed width is 60".
5. Weights must not extend more than 24" rearward of the centerline 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.
3. The maximum allowed rim width is 12".

Drivetrain

1. Automotive rear axle/differentials are allowed.
2. Solid rear axles are allowed.
3. All power must be transmitted through the rear wheels only.
 - a. No four-wheel drives allowed.

Engines

1. Only factory production motorcycle or snowmobile engines allowed.
2. A maximum of 4 cylinders allowed.
 - a. This is all motors combined whether one engine or multiple engines.
3. The total engine displacement must not to exceed class limits. (see weight classes above)
4. A maximum combined total of 4 venturi carburetion allowed.
5. Fuel injection allowed, only if OEM for that engine.
6. Engines must be naturally aspirated.
 - a. No turbochargers or superchargers allowed.
7. Motorcycle engines must have the shield located on the opposite side of the transmission.
8. Snowmobile engine must have shielded clutches and belt area.

Fuel

1. Gasoline or racing gas only.

Outlaw Class (S)

Class	Weight Allowed for Class
S	1450 lb.

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. The maximum allowed wheelbase is 96".

4. The maximum allowed forward length of the tractor including weight rack is 102" from the centerline of the rear axle.
 - a. Excluding the front tow hitch.
5. The maximum allowed width is 72".
6. Weights must not extend more than 24" rearward of the centerline 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.
3. The maximum rim width is 12".

Drivetrain

1. Automotive rear axle/differentials are allowed.
2. Solid rear axles are allowed.
3. All power must be transmitted through the rear wheels only.
 1. No four-wheel drives are allowed.

Engines

1. Engines allowed in Outlaw class are:
 - 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. National Garden Tractor Pulling Association legal single cylinder open tractors.

Fuel

1. Gasoline or racing gas only.

Mini-Rods (T & U)

Class	Weight Class
T	1950 lb.
U	1950 lb.

Chassis

1. The maximum forward length must not to exceed 8' from rear axle centerline.
 - a. Except the tow hook.
2. The maximum allowed tractor width is 6'.
3. Seats must have a minimum back height of 6" and securely fastened.
4. Fenders must:
 - a. Incorporate a barrier between the driver and the tires.
 - b. Extend a minimum of 4" horizontally from the inside edge of the tire outward.
5. A roll cage is mandatory.
6. A minimum of a four-point harness is mandatory.
7. The drawbar must have a minimum of one 1" solid stock grade 8 bolt where it attaches to the tractor.

Tires

1. Tire sizes up to 18.4-16.1 are allowed.
2. Pneumatic tires only.
 - a. No studs or chains are allowed.
3. No dual tires allowed.

Drivetrain

1. Flywheel and clutch must be contained within a SEMA approved bell housing only.
 - a. No cast bell housings allowed. i.e. aluminum, iron, etc.
2. No cast iron flywheels.
3. Transmissions may be OEM or aftermarket quick change gear box type.
 - a. Automatic transmissions must be covered with an SFI or SEMA 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 that is securely mounted to the tractor.
5. Drive chains must be covered 360 degrees 1/16" steel or 1/8" aluminum shielding that is securely fastened to the tractor.
6. Rear-ends can be automotive type or manufactured.
7. All power must be transmitted through the rear tires.
 - a. No four-wheel drives allowed.

Engines

1. Engines must:
 - a. Have a maximum 420 CID.
 - b. Have OEM cast iron blocks only.
 - c. Be naturally aspirated.
 - i. No turbochargers or superchargers allowed.
 - d. Be internal combustion only.
 - e. Be piston based.
2. Are Limited to 4 Venturi's.
 - a. Either Two-2-barrel carburetors or One-4-barrel carburetor.
 - i. No Holley Dominators or 4500 series carburetors allowed.
 - ii. No fuel injection allowed.
3. OEM cast-iron or aluminum heads are allowed.
 - a. Limited to two valves allowed per cylinder.
 - b. One spark plug allowed per cylinder.
 - c. Must maintain OEM valve angles for that engine.
 - d. Roller cams, roller lifters, or mushroom lifters allowed.
 - e. Roller rockers are allowed but must maintain OEM configuration.
 - f. No off-set rockers allowed.
4. All fans and OEM type harmonic balancers must have perimeter shielding of no less than 1/16" steel or 1/8" aluminum.
 - a. Shielding must be wide enough to prevent horizontal discharge of pieces.
 - b. SFI approved or one-piece balancers do not require shielding if the crankshaft bolt is rated at grade 8 or better.
5. Side shields the length of the engine block is required on all vehicles.
 - a. Shield must extend 6" above and below the crankshaft centerline.
 - b. Shield must be constructed of 1/16" steel or 1/8" aluminum.
6. Cooling systems overflow must be routed to either an adequate overflow tank or into the exhaust system.
 - a. Coolant is limited to water only.
 - i. No antifreeze of any kind is allowed.

Fuel

1. Gasoline or race gas only.
2. Electric fuel pumps may be used if the power is disconnected with the safety shutdown tether switch.

Safety

1. All vehicles have a minimum of one 2-1/2 lb. fully charged fire extinguisher, in working order, and within easy reach of the driver.
2. Vehicles must be equipped with a neutral safety switch. This means 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 must up when hooking and unhooking.
5. Full face helmet with shield is required.

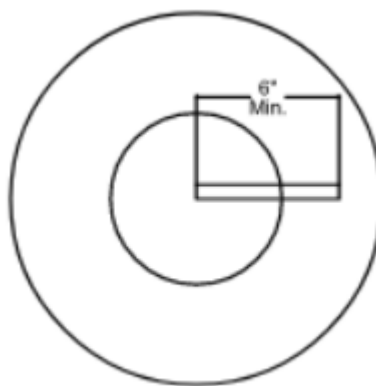
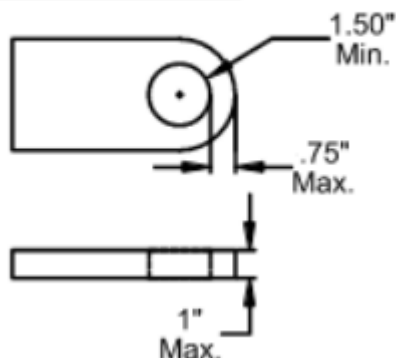
Appendix

(Applies to references made in Class Rules)

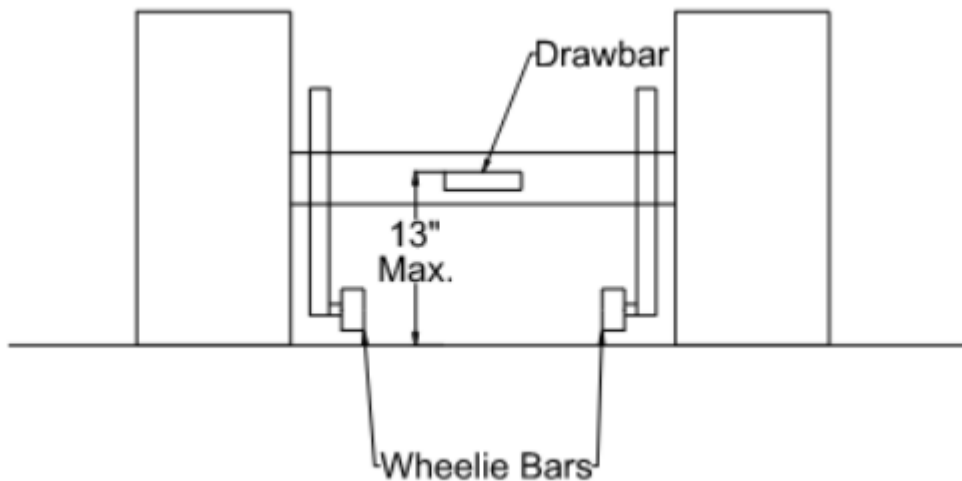
Drawbar

1. The drawbar hook area must be made of steel or is NQS approved.
2. The drawbar must be capable of handling the anticipated load.
 - a. This is a critical safety point for tractor pulling. A drawbar failure can cause injury to yourself, the track crew, and spectators.
 - b. Drawbars are subject to approval from CGTPA board and/or tech inspector.
3. The drawbar must have a minimum of one ½" grade 8 bolt where it attaches to the tractor (See Mini Rod for exception)
4. The hook point shall be horizontal or parallel with the ground.
5. Drawbars can be adjustable but must be stationary in all directions during the pull.
 - a. A clevis may be allowed in the Stock classes for the actual hook point.
 - i. 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.
6. The drawbar thickness shall not to exceed 1" at the hook point. (Height of material)
7. Drawbars shall have a minimum of a 1-1/2" diameter hole for the hook to pass through.
8. The hook point shall have no greater than ¾" of material toward the sled. (The hook has a ¾" opening and must be allowed to connect freely)

Hitch Requirements

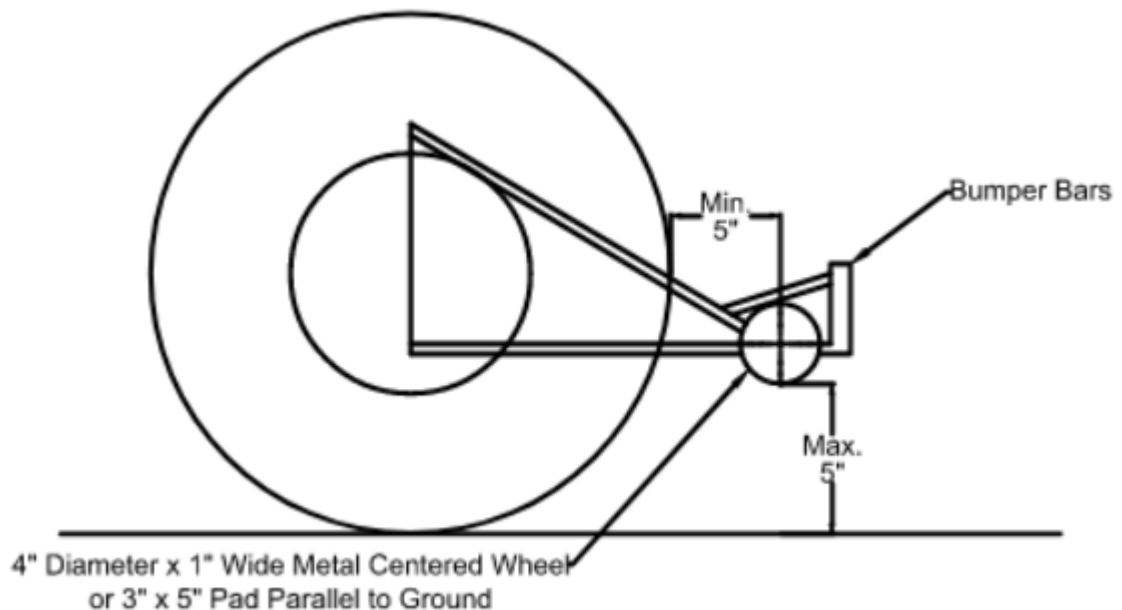


9. The hook point shall be no higher than 13" from the ground.
 - a. No driver accessible height adjusting devices allowed.
 - b. CGTPA reserves the right to adjust this height in certain situations to provide a level playing field. (Such as dropping to 12" when running aluminum heads on a Mini-Rod)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



Wheelie Bars

1. All tractors must be equipped with a device to prevent turn-over.
 - a. This device must:
 - i. Be capable of supporting the weight of the tractor.
 - ii. Consist of two sections that are equipped with a pad or wheel.
 - iii. Pads contacting the ground must be a minimum size of 3" x 5".
 - iv. Wheels must be a minimum of 1" wide by 4" in diameter.
 1. Metal wheels only. Not plastic hubs allowed.
 - b. This device is subject to approval from the CGTPA board and/or tech inspector.
2. Pads or wheels must be:
 - a. A minimum of 5" behind the back of the rear tire.
 - b. Not more than 5" above the ground.
3. No spring-loaded devices allowed.



Bumper Bars

Bumper bars are required in all classes to protect you and the tractor from weight transfer sled impact during a quick shut-down or mechanical failure.

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

Safety Shutdown Tether Switch

All vehicles must be equipped with a functioning safety shutdown tether switch. This safety shutdown tether switch 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 pull-out your safety shutdown tether switch should the tractor and sled become disconnected.

1. This safety shutdown tether switch shall have a minimum of a 1" diameter ring easily accessible to the person hooking the sled to the tractor.
2. This safety shutdown tether switch will disable the ignition spark and any electric fuel pump(s) on the tractor.
3. Diesels must have both air and fuel disabled by the safety shutdown tether switch.
4. This safety shutdown tether switch must be easily pulled out.
 - a. No tape, wire-ties, or other means to prevent loose switches from rattling loose are allowed.
5. Tractors without a functioning tether switch will be disqualified.

Note: Many drivers use a trailer break-away switch as the safety shutdown tether switch, as shown below.



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 can back 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.