



Kentucky Truck Pulling Association

2018 Rulebook

Table of Contents

<u>Topic</u>	<u>Page</u>
Contact Information	2
General Rules	4
Pro-Stock 2WD	12
Pro-Stock 4WD	18
2.6 Diesel	21
4300 Light Pro-Stock	27
6000 Limited Light Super Tractor	31
8500 lb. Pro Farm Tractor	36
10,000 Hot Farm Tractor	38
Hot Rod Tractors	44
Super Modified 2WD	47
Super Modified 4WD	50
Super Stock 4X4 Trucks	52
6000 Light Hot Farm	54

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General Rules

BEHAVIOR

1. Membership with KTPA will be revoked indefinitely at any time, if any members are ever found to be conducting themselves in an unprofessional or disorderly way. This is including but not limited to profanity of any kind and threats against any fellow member, board member or tech official. The board's decision on this matter will be final.
2. **INTERNET BASHING:** 1 WARNING. Then pull suspension, includes any social media (FB, any Forums, Etc.) This is for any MEMBER or anyone associated with member.
3. If any KTPA member, partial member, participant, board member or individual associated with a vehicle participating in any KTPA event yells, uses foul language, threatens, or gets out of hand with any other KTPA member, partial member, participant, board member or individual associated with a vehicle participating at any KTPA event that individual, member, and vehicle will be disqualified from current event and not allowed to participant in the next three events for their class. There will be NO exceptions to this rule, as well as no warnings!

BRAKES

1. All vehicles must have adequate brakes (check specific class rules).

CHASSIS/BODY

1. If vehicle has a bed that has been cut out, the bed must be covered neatly. If vinyl, cover is to be attached with snaps or Velcro. If sheet metal, cover is to be attached by pop rivets or screws.

CLUTCHES/FLYWHEELS/AUTOMATICS

1. Vehicles must have one piece, ¼” Hydro Formed bell housing on straight shift. If any modifications are made, modified area must be ground smooth inside and out.
2. All vehicles using a clutch and flywheel assembly will run a full block saver plate, either ¼” aluminum or 1/8” steel required in all classes. All flywheels must be steel or aluminum. No cast stock flywheels allowed. Each vehicle owner will sign a waiver on the membership card stating they are running a SFI approved flywheel.
3. Automatics are required to run a one-piece SFI SPEC 4.1 six-buckle full length transmission blanket or SFI approved shield in all classes.

DRAWBAR

1. Drawbar hitch point must be visible and clear for sled hookup.
2. Drawbar must be rigid in all directions and solidly mounted on the vehicle frame.
3. Drawbar must have steel hitching device no more than 1 ½ inch and no less than 7/8-inch-thick in all directions and must have an opening of 3 inch by 3 ¾ inch capable of accepting a 3-inch diameter pipe.
4. No cables or chains used in hitching device.
5. If clevis used, one clevis only allowed, 6 inches maximum.
6. Drawbar height must remain set, before, during, and after pull or disqualification will result. Stop will be run all the way down. No part of drawbar shall enter cab or driver compartment. Tech officials are to disqualify illegal hitches without a protest being in place.

DRIVELINE/DRIVELINE SHIELD

1. All vehicles are to have a minimum of 5 studs per wheel with lug nuts on each stud.
2. All planetary drivelines must be fully enclosed by 5/16-inch steel or 3/8-inch aluminum. All driveline brake components must be enclosed by 5/16-inch steel or 3/8-inch aluminum. Ends must be enclosed by a minimum of 1/8 inch steel or aluminum.

2WD & 4WD MANDATORY

1. Driveshaft must have 2 360-degree cups on each shaft; 3 inches minimum and at least 1/8 inch thick.
2. Two-piece shafts must have 4 loops. Loops must be a minimum of 3/4 inch wide and 1/8-inch-thick not less than 6 inches from or no more than 12 inches away from U-joints.
3. Maximum horizontal clearance is 2 inches and a maximum vertical clearance is 8 inches both ways.
4. No cable or chains to be used in driveline shielding.
5. Intermediate drive shafts require 2 loops of 12 inches or longer and 1 loop if under 12 inches.
6. Drive shaft loop and U-joint shields required in all classes.



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ENGINES

1. All vehicles must have a $\frac{1}{4}$ inch steel shield 1 inch wide, 360 degrees around harmonic balancer, no more than 1 inch away from balancer; water pump may be used. Shields must have strap or straps $\frac{1}{4}$ inch x 1 inch that will keep harmonic balancer from working forward. Shield not required on SFI approved balancer.
2. All vehicles must have adequate catch can on radiator. Minimum size is 1 quart. How much water on track is disqualifying will be to the tech officials' discretion.
3. All vehicles must have engine side shields minimum of .060-inch thickness, side shield must run full length of block casting and must go from base of head to 2 inches below crankshaft throw, solid frame may serve as part of shield. KTPA highly recommends side shields above spark plug.
4. There will be a 1% tolerance on all engine measurements.

EXHAUST SYSTEM

1. Headers must run up or down and back depending on the class to prevent excessive dust.

FUELS

1. All fuels must pass fuel test according to KTPA specs.

2. No nitrous oxide or nitro methane. No oxygen carriers or combustion accelerators. No diesel (excluded diesel truck class) or propane. See class rules for individual fuel rules.

***NEW* RULE FOR FUEL CHECK**

1. There will be a randomly draw a number for each sanctioned class. The puller that has that number their fuel and or turbo will be checked. No one will know these numbers but the Secretary. All pulling vehicles, are required to have a fuel dump valve for easy sampling purposes.

KILL SWITCH

1. All vehicles must have a working kill switch or will not be allowed to participate at that event.
2. The kill switch must be located in the rear center of the vehicle. Maximum of 12 inches off center in either direction. Maximum 24 inches above the point of hook.
3. Switches will have attached to them a minimum of 2 inch diameter ring mounted rigid. To this ring will attach the cable from **the sled**.
4. All ignition engines must have a kill switch in working order within easy reach of the driver. All fuel injected engines must have a fuel shut off valve control within easy reach of the driver.
5. If kill switch is not mounted in legal position and pulled during the run, no re-pull will be given.
6. Tie straps will be furnished and used on kill switches to ensure against kill switch being prematurely pulled. Kill switches will be pulled before each event. NOTE: Tie straps will be enforced by tech officials using color-coded ties.
7. NO KILL SWITCH FLAPS OR COVERS. MUST BE A EXPOSED PLUG.

DIRT DEFLECTING DEVICES

1. All rear weights must be centerline or above axle except for inside rear tires. Anything that is down low enough for dirt to strike behind rear tires will be considered a dirt-deflecting device.

SAFETY

1. All pullers, in every class will ONLY be given one warning for a safety violation. On the second violation the vehicle will not be allowed to pull at the event.
2. Complete Fire suits are mandatory in all classes and are required to fit properly and be zipped. Without rips or grease stained. This must be at least a single layer suit. (Head socks, shoes, neck braces, gloves.) Fire suits will be inspected at both ends of the track. Failure to be in compliance will DQ your vehicle.
3. Helmets with full face shield are required to be worn in all classes. Face shield must be in the down position while you are pulling.
4. Fire extinguishers are mandatory in all classes. Extinguishers must be within easy reach of the driver and must be 2 pound minimum, in proper working order, and with proper working gauge.
5. No fuel pressure gauges, fuel pumps, or tanks (factory installed only) in driver's compartment.
6. Vehicle can have factory tints or clear Plexiglass type front, back glass and sides if used.
7. All vehicles are to be operated in a safe manor, before, during, and after the pull.
8. All axle bolts must be covered. Shield not to be bolted to hub or **axle and must be .060 inch thick.**
9. All 2WD vehicles must have wheelie bars. The wheelie bars must be a minimum of 2 inches back from farthest point of tire, must be no more than 10 inches off ground and a 5 inch square pad on bottom.

Measurement is taken from rear most part of tire to front of pad.

10. All vehicles must be in neutral or park while being hitched or unhitched. A neutral safety light is required on all vehicles. An automotive quality white light, a minimum of 2 inches in diameter must be mounted above or below the safety kill switch at the rear of the vehicle. A light in driver's compartment must be operated off the same system. Both lights are to be activated by the shift lever so that the lights will be lit only when the vehicle is in neutral. Drivers are required to have hand in air to signify vehicle is in neutral.
11. All vehicles must be equipped with a neutral starting switch. Vehicle will start only in neutral or park.
12. All vehicles must be equipped with "Dead Man" throttle.
13. Side shields must be securely fastened to the vehicle.
14. All tractors must have tech official approved roll cage.
15. Safety check sheets will be filled out and signed by a tech official and puller on each vehicle during the current season. These will be kept on file. 1st time not in compliance = WARNING. If safety features have not been completed at 2nd inspection, you will not be allowed to pull.

SUPERCHARGER/TURBOCHARGERS

1. All supercharged motors are required to have SFI approved blower restraints.
2. All supercharged motors must have blower belt shield. Shield must be width of blower pulleys and extend to center of crank.
3. Exposed turbo must be shielded 360 degrees with .060-inch metal.

TIRES

1. All tires must have rubber or rubber compound contact between tire and ground surface.
2. No dual wheels (except for dual wheels in diesel truck class), chains, or studs will be allowed.
3. Any DOT approved two wheel or four wheel drive tire cannot be altered.

WEIGHTS

1. All 4WD weights must be safely secured to the vehicle and not extend forward more than 60 inches from the centerline of the front axle (weights included).
2. Loose ballast, sand bags, weights in cab, etc. are not allowed.
3. The vehicles original weight will be the class weight or less. Example: If class weight is 5200lbs., the weight when crossing the scales will be exactly 5200lbs. or less. At any time after a vehicle pulls it is sent back to the scales to reweigh there will be an allowance of no more than 20lbs. To verify scales, tech officials will send a minimum of three vehicles back across the scales to reweigh.

SPONSORSHIP STICKERS

1. Every vehicle **MUST** have at least one of each of ALL provided sponsorship stickers visible on the outside of vehicle at every pull, members will be given ONE warning, the next pull you do not have the required stickers you will not be allowed to pull until stickers are visible.

RUNNING ORDER FOR CLASSES

1. The first puller (first vehicle to hook to sled for the class) in ALL KTPA classes will have the option to drop their pull and come back right then or last in the class.

LATE REGISTRATION

1. ALL PULLERS must be registered at least 30 minutes prior to the start time listed on the schedule. (anyone is allowed to register your vehicle) ***Anyone over the 30-minute registration time will pay a “late entry fee of an additional \$20.00*"**



U.S. TRAILER CENTER

502-437-5400



Pro-Stock 2WD Trucks

FRAME/BODY

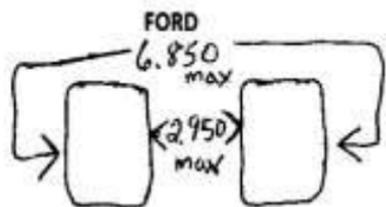
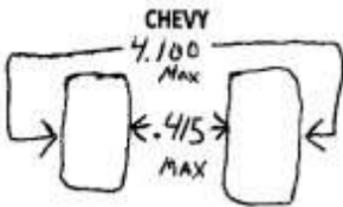
1. You may run any make of engine with anybody and frame. (Must be full size truck and must be Chevrolet, Ford, or Dodge)
2. Frame must be OEM frame with bracing. NO homemade frames allowed **AND** frame must be 1 ton and no less than ½ ton truck full size.
3. Full size OEM truck bodies only. NO 'T' - Buckets or C- cabs are allowed. Fiberglass hoods are allowed. Lift bodies are allowed. Firewall and floor board may be lifted but not removed. All cutting must be neatly done. No large cracks or gaps for a weight advantage. When body is down, it must be neatly sealed.

4. 133-inch wheel base maximum. From center hub up front to center hub on the rear end. If bed alterations are made must be from front of bed to the front of rear wheel well.
5. Straight axles are allowed but must meet the 133-inch wheel base maximum. If bed alterations are made for the 133 inch wheelbase, must be done from front of bed to front of rear wheel well.
5. Bed can be hulled, but not narrowed and must be covered. Rear bedside can be cut a maximum of 4 inches for tire clearance.
6. If original vehicle has doors and hood, they must remain in place. Tilt front ends are allowed. Front windshield and rear windshield must be glass.
7. Tailgates and rear bumpers may be removed for safety of person hooking sled. Front OEM bumpers are required.
8. Brake calipers and brackets may be cut off. Rotors may be removed. No springs required.
9. No cutting or gutting inside cab for weight advantage, but anything that needs to be moved must have equal weight replaced. Any pieces that can be unbolted may be removed.

ENGINE

1. Engine must be no more than 485 cubic inches. 1% tolerance on cubic inch bore and stroke only.
2. Any cast iron blocks. Chevrolet must be no more than 4.840 bore spacing and Ford must be no more than 4.900 bore spacing. DRCE blocks are allowed, but must run no more than 4.840 bore spacing, and must run Chevy conventional heads only. GM style block with GM style head. Ford style block with Ford style head. Dodge style block with Dodge style head. Any other internal modification may be made. May refer to part number for verification. Valve angle will be measured with angle gauge.

3. Aluminum or cast-iron heads. No homemade heads allowed. No "C" heads allowed.
4. Ford can run up to an "A" head, no lower than 11 degrees valve angle.
5. Dodge may run B1 heads, no lower than 14-degree valve angle & no Hemi heads.
6. GM heads, NO 18-degree valve angle or lower heads allowed.
7. Block and heads must have company logo and part number on them. (Chevy, Ford, GM, Dodge, etc.)
8. Conventional port designed head is classified as a head with the port spacing that must be left to right. No spread port or billet head allowed. GM style heads port must measure 4.100 maximum port width and .415 maximum space between runners. Ford style heads port must measure 6.850 maximum width and 2.950 maximum between runners. The entire eighth of port excluding corners radius measurements are taken at intake manifold flange and can be smaller. There will be a \$75.00 protest fee to remove intake and check intake ports.



9. No cutting or stretching intakes and welding back together. No sheet metal intakes. No tunnel ram type intakes. May port and polish and gasket match on intakes.
10. May run any make of cams, roller cams, cast iron cams, mushroom cams, billet cams, also roller lifters, roller rockers and any other lifter allowed.
11. Headers or open exhausts are allowed. Headers may exit through hood with adequate clearance or down and back.

12. Radiator must be under hood in front of motor and 1 radiator per truck. Water holding tanks allowed but must be under hood in engine compartment.

FUEL/CARBURETOR

1. Up to one 4-barrel, naturally aspirated carburetor 850 C.F.M. maximum with factory number on choke housing. Choke housing must remain stock. No Predators or Dominators. Only carburetor numbers allowed are Holley 4781 and 9380. Numbers may not be altered. All air must go through non-modified Ventura. Carburetor "NO GO TOOL" must not exceed below factory casting ring in non-modified Ventura. Tool must not enter bottom base plate. Nothing can be between the throttle plate and main body other than .040 thousand gaskets. All other alterations are acceptable.
2. Carburetor can exceed through hood or under the hood. You can run a hood scoop, it is considered part of the hood (can be used with cast iron or aluminum manifolds). A 2-inch maximum spacer allowed with .140 for gasket. Air cleaner may exit hood with adequate clearance.
3. Must run KTPA specified fuel only. Sunoco-Purple 110; Blue 112, Orange 114, Red 116, V.P. C-12, C-14, C-16, Torco 112, 114, 116. No pure alcohol, no nitro propane, no pro oxide, no pro blend, no oxygen carries of any kind, no scents or additives allowed.
4. Gas tank must be in bed of truck.
5. All truck must have a fuel dump valve for random fuel testing.

TRANSMISSION/REAR END/ DRIVE LINE COMPONENTS

1. No Crower glide clutches. Any pedal clutch allowed.
2. 5 speed or smaller transmission allowed. No aftermarket allowed. No cut gears. Transmission

must roll out to factory specifications. May remove any un-used gears.

3. No auxiliary box or transfer case allowed.
4. Big rear end allowed – no planetary axels. 2 speed factory stock allowed. No aftermarket allowed. Front ends or rear end can have hydraulic suspensions.
5. No individual brakes.

TIRES/WHEELS

1. Street legal tires only. No barred or tractor tires allowed. Maximum tire size is 35x12.50 x 16.5. Tire size must be stamped on tires. DOT numbers must be on tire. NO ALTERATIONS can be made on tire. Wheel maximum width is 12". Tractor tires are allowed on the front on the vehicle only! Tires CAN be trued (TRUED DEFINED AS: ONLY ALLOWED TO TAKE MATERIAL OFF THE TOP OF THE TIRE, NO MATERIAL IN FRONT OF THE LUG). If you have any questions on truing, make sure to discuss it with a tech official prior to doing anything. NO strips or grooves can be made. Refer to general rules for DOT tires.

HITCH & WEIGHTS

1. Front weights must be behind front bumper with bumper in stock position. Can be under hood in engine compartment.
2. Weights cannot be NO more than 58" behind center of rear end axel housing.
3. Must adhere to **Rule #1 Under Dirt Deflecting Devices in the General Rules Section.**
4. 42 inches minimum from center of rear axle to hitch point. Hitch must be stationary in all directions. **HOOKING POINT MUST BE HORIZONTAL – HOOK MUST DROP IN.**

5. Hitch cannot go further forward than back of cab. No part of hitch can exceed 36 inches to top. Top stops no more than 12 inches forward from hitching point. Top stop bracket and bolt are not part of hitch.
6. NO part of hitch or adjustments can be behind hooking point.
7. Maximum hitch height is 30" before, during, and after pull.

MISCELLANEOUS/PURSE

1. Driver must be on left side and remain in seat.
2. Battery must be in engine compartment or behind. Battery is not allowed inside of cab of truck.
3. Pulling distance for this class prefers no more than **310'**, unless in the case of a pull off. Per the discretion of the Tech Official.
4. **All general safety rules not specified or clarified in the class rules, apply.**
5. **Protester cannot be present during protest!**
6. Weight on class 5800lbs.
7. Takes 70% of eligible voters in class to unlock class rules at the end of the season.
8. Class rules are locked until the end of 2018 season. If the class has a persistent problem before 2018 the board has the power to correct the problems.
9. **PAY OUT: 1ST \$500, 2ND \$400, 3RD \$300, 4TH \$200, 5TH \$100, 6TH \$100, 7TH \$50, 8TH \$50. Total purse \$1700.**



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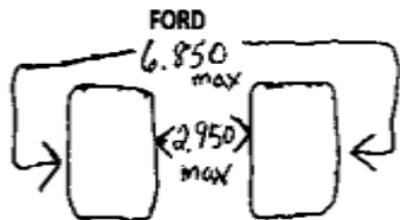
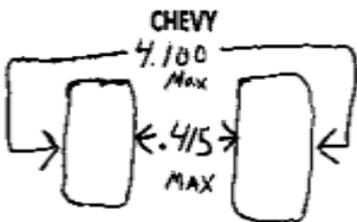
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Pro-Stock 4WD Trucks

1. Any truck body, any factory frame.
2. Any single 4-barrel carburetor. No stretched carburetor. No tunnel ram or sheet metal intakes.
3. Engine:
 - A. Maximum 485 cubic inches. Any GM style block must be 4.84 bore spacing. Any Dodge style block must be 4.8 bore spacing. Any Ford style block must be 4.9 bore spacing. No JC50, No JC51, No DRCE3 blocks. Can be cast or aluminum block. Engine can be no further forward than 12 inches from front of block saver plate to center of front axle housing.
 - B. GM may run any conventional port designed head. Ford may run an "A" style head only. Dodge may run a B1 head only.
 - C. Conventional port designed head is classified as a head with the port spacing that must be left to right. No spread port or Billet heads allowed. GM style heads port must measure 4.100 maximum port width and .415 maximum space between runners, the entire height of port excluding corners radius measurements are taken at intake manifold flange and can be smaller. There will be a \$75 protest fee to remove intake to check intake ports.
4. Headers and open exhaust allowed, must exit through hood or down and back.



5. Body Specifications:
 - A. Factory wheelbase may be shortened or lengthened to maximum 134 inches. Bedsides may be altered in front of wheel wells to match

wheelbase on all trucks.

- B.** Rear wheel width cannot be narrower than 34 inches from inside bead to inside bead of rear wheels.
 - C.** OEM fiberglass components only. Front clip on truck (firewall forward only) can be fiberglass.
 - D.** Front windshield must be OEM type (no Plexiglas).
- 6.** No working hydraulic stops on front suspension during pull. Must have quick disconnect and shall not be touching spring or axle housing before, during, or after pull. Weight boxes must stay stationary before crossing the scales and cannot be moved until after the pull is over. Any air pressure adjustments require a re-measurement of hitch height.
- 7.** Any street legal tire may be run measuring up to or less than 33 inch measured height. Terra and Cepek tires allowed along with any bar tire up to 31x15.50x15. No recapped tires allowed. Must have size on sidewall by manufacturer.
- 8.** Any transmission, transfer case, front end, or rear end allowed. No planetaries.
- 9. A.** Hooking point has to be horizontal on hitch.
- B.** From point of hitch to center of rear axle shall be no less than 36% of trucks wheel base, i.e. 134-inch wheelbase equals 48.24 inch hitch length. Hitch heights to be 26 inches, before, during, and after pull. Hitch must also adhere to general and safety rules (see hitch qualification section).
- 10.** All Pro-stock trucks are to have adequate brakes; drive shaft brakes are adequate.
- 11.** Must run KTPA Spec fuel only. Sunoco-Purple 110; Blue 112, Orange 114, Red 116, V.P. C-12, C-14, C-16, Torco 112, 114, 116. Alcohol must be pure, no additives of any kind. Must pass water test. No Scent or Top Lube. No pro oxide, no pro blend, no oxygen carriers of any kind, no scent additives.

12. Overall vehicle must adhere to all general and safety rules applicable to 4WD trucks. Refer to the “General” and “Safety” rules section as well as the following sections:

- A.** 2WD & 4WD Mandatory
- B.** Driveline/Driveline Shield
- C.** Hitch Qualification
- D.** Kill Switch

13. No proxy votes allowed for class meeting and vote for class spokesman at the end of the class meeting.

14. No points drop.

15. Fuel will be randomly checked each night. The secretary is responsible for drawing a random number that will be checked.

16. Protester cannot be present during protest procedure.

17. 1% tolerance on engine measurements.

18. Conflict or gray area goes to the board.

19. All trucks must have a fuel dump valve for random fuel testing.

20. Weight on class is 6200 lb.

21. Trucks cannot exceed 102” front and back. Measured from the widest point, overall width.

22. Auxiliary engines may be used, but must not be running while truck is in competition.

23. Rules will be locked for 3 years which will be the end of 2018 season.

24. Payout will be **\$1850** to the first 8 places.

1st \$550, 2nd \$400, 3rd \$300, 4th \$200, 5th \$100, 6th \$100, 7th \$100, 8th \$100.



2.6 Diesel Trucks

WEIGHT BREAKS

2.6: 8000 lbs. Weight is with driver, minimum weight of 8050 lbs.

1. Ballast is permitted. Front hanging weights are allowed, not to exceed 60 inches forward of the center of the front axle. This will be measured from center of front wheels to end of weight assembly. Ballast may be added in the bed of the truck.
2. The body must be the OEM truck body, including the full bed floor. The body must retain full sheet metal, aftermarket hoods are permitted. The hood must be closed and securely latched while the vehicle is hooked to the sled.
3. Front brakes only are required.

4. The OEM chassis is mandatory. The engine must be in the OEM location for the body used. The vehicle must retain the full OEM chassis. Wheel tubs, back-half conversions, tube chassis, etc., are prohibited.
5. All drivers must have a valid state driver's license and full fire suit, which includes helmet. Seat Belt/restraint system must be worn.
6. An OEM transmission and transfer case are mandatory. They must have been an option on a one-ton or smaller pickup.
7. All trucks must have at least six-inch-wide u-joint shields around the rear u-joint constructed of at least ¼ inch steel or 3/8-inch aluminum that will safely contain the u-joint and the end of the rear shaft. All shields must be securely mounted to the vehicle. Any front shaft u-joint that is visible from the side of the truck must be shielded to contain the u-joint and the end of the shaft.
8. The engine is limited to a stock-appearing. **444 Cubic Inch.** Engine and transmissions can be interchanged between Dodge, Ford, and GM as long as they came in a 1-ton truck or less from the factory. Complete engine must have stock appearance except where otherwise noted in these rules. Aftermarket intake manifolds are allowed. **NO DECK PLATES of any kind.**
9. All vehicles must be equipped to direct exhaust upward. Two 3/8-inch diameter bots must be placed through the exhaust pipe in a cross pattern within one inch of each, within 12" of the turbo.
10. A fire extinguisher system is permitted. It must be securely mounted. A complete OEM firewall is mandatory.
11. The complete OEM floor pan is mandatory.

- 12.** Hand throttles permitted. The fuel must be pump #1/#2 diesel, Soy/Biodiesel fuel. No propane or NO2 permitted or any other oxygen enhancers. Racing fuel cells are permitted.
- 13.** Maximum of one P7100 pump limited to one plunger per cylinder. The use of multiple high-pressure common-rail fuel pumps is legal. Power stroke engines with a single factory turbo may utilize a second HPOP.
- 14.** Hook point must be no closer than 44" of centerline of rear axle, hitch height maximum of 26", with a minimum of a 3.75" X 3.0" opening. Hitch point must be easily accessed. No "trick" type hitches permitted.
- 15.** Hitch must be stationary in all directions. Hitch must be frame mounted. Hitch must be mounted centerline of rear axle or behind.
- 16.** Hitch must not exceed a maximum of 25-degree angle from pivot point to hook point.
- 17.** Rear axle bolts must be covered by a cap or shield.
- 18.** Safety switch (rain cap or guillotine) must shut-off air to diesel motors. Switch will be securely mounted to the back of the vehicle and have a two-inch diameter ring to attach to the sled.
- 19.** Hydraulic steering permitted.
- 20.** Suspension, Front:
 - A.** The upper mounting point for strut assemblies must be in the factory location. Adjustable caster/camber pillow ball mounts are permitted. The lower control arm may be strengthened provided factory-mounting points to chassis are maintained. The lower mounting point for the strut assembly may be modified for improved caster or camber. Strut tower braces, lower tie

bars, sway bars, and limit straps are permitted. Traction bars and devices are permitted.

B. Lowering or raising the vehicle height with suspension modifications is permitted; must be bolt on only; welds permitted for attachment to frame or axle housing. Sway bars, limit straps and camber kits permitted. Traction bars and devices; blocked suspension is permitted. No air bags.

21. The tires must be DOT street tires. Cut tires are prohibited. 102: max outside tire to outside tire.

22. Non-OEM transfer cases are prohibited. The transfer case must have been an option on a one-ton or smaller pickup truck.

23.

A. Non-OEM transmissions are prohibited. Aftermarket torque converters, valve bodies and internal components are permitted. Transmission brakes are prohibited. Any non-OEM floor-mounted automatic transmission shifter must be equipped with a spring-loaded positive reverse lockout device to prevent the shifter from accidentally being put into reverse gear. A functional neutral safety switch is mandatory. All transmission lines must be metallic or high-pressure type hose. All vehicles using an automatic transmission must be equipped with a transmission shield meeting SFI Spec 4.1 and must be labeled accordingly. A blanket-type shield is permitted; it must be appropriately labeled as meeting SFI Spec 4.1 and it must extend from the rear of the block to the front of the transmission main body the bell housing area is to be completely covered six-inch overlap where it is fastened. All non-blanket-type shields must incorporate two (or one, per manufacturer's

instructions) ¾ inch by 1/8-inch straps that bolt to the shield on each side and pass under the transmission pan unless the transmission pan is labeled as meeting SFI Spec 4.1. All vehicles using an automatic transmission must be equipped with a flex plate meeting SFI Spec 29.1 and be covered by a flex plate shield meeting SFI Spec 30.1.

B. Non-OEM transmissions are prohibited. Aftermarket internal components are permitted. A clutch meeting minimum SFI Spec 1.1 or 1.2 is mandatory on all vehicles. All manual transmissions must be clutch assisted. Sequential shifters are prohibited. All vehicles equipped with a manual transmission must have a flywheel shield labeled as meeting minimum SFI Spec 6.3 or greater. Applications for which an SFI Spec flywheel shield is not available may use a properly attached SFI 4.1 or 4.2 blanket that completely covers the bell housing; it must be attached to the block and extend rearward to the transmission with a minimum six-inch overlap where it is fastened.

24. The vehicle is limited to a 2.6 inducer bore single turbocharger. The compressor wheel must protrude into a 2.6" bore for 1/8". The inlet will be measured using a 2/605 inch plug the plug must not be able to enter the inducer bore. A stock map width enhancement (MWE) groove must be inside neck area where intake cover is measured. No MWE groove will be allowed that has a width greater than .200". All provisions allowing air into the wheel other than via the bore and the MWE groove are prohibited. The vehicle driver will be responsible for making compressor wheel accessible for tech personal to

measure bore and be able to inspect compressor wheel.

25. Water injection is prohibited. All system components must be removed from the truck.
26. Intercoolers are allowed. Dumping/draining of intercooler within 100 feet of track is prohibited.
27. Maximum of 1-ton truck chassis only allowed. Dual front wheels prohibited.
28. First hook Truck will be checked for TURBO & Safety Equipment.

PAYOUT

1ST \$500, 2ND \$400, 3RD \$300, 4TH \$150, 5TH \$100, 6TH \$50, TOTAL \$1500



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4300 Light Pro-Stock Trucks

FRAME

1. Factory sheet metal may run fiberglass hood.
2. Firewall to remain in factory location: driver seat, steering wheel and driver must remain on left side.
3. Full length factory compact truck frame rails only; can reinforce from front to back; cannot add to rear of frame length.
4. Must be compact style truck; S10, Ford Ranger, D50, Jeep Comanche, etc., no full size. Any kind of motor to any kind of body.
5. Wheelbase must not exceed 109 1/4" from center of rear axle to center of front axle.
6. Front windshield mandatory, (can use glass or Lexan); all other glass optional.
7. Beds must be covered if cut out; tailgate are optional.
8. Trucks may not be any longer than 153" max. That's from center of rear end to the farthest point forward including weights.
9. Weight may be mounted on sled stops. No moveable weights while truck is in motion, this includes the driver.
10. Overall length 52 inches from center of rear axle to the farthest most point including sled stops.
11. One-ton rear ends max.
12. One ton 4, 5, or 6 speeds must have all working gears; OEM transmission max. No cut gears can run automatic and stall converter.
13. Rear tire size-max 33x12.50 DOT approved on 10" wheels max. **No truing of tires.**
14. Double disk clutch maximum. No centripetal clutches. No glide type clutches. Pedal style clutches only.
15. Sled stops on the truck are NOT part of the frame.

ENGINE

1. 406 cubic inch small block max (the 351 Cleveland will not be allowed in this class), any aftermarket cast iron block. 2 or 4 barrel
2. Intakes, cast iron or aluminum, may run after market, intake may not exceed 7" tall that is from the base of the carburetor to the top of the engine. (China wall)
 - A. Any cam and any lifter allowed. Cam and cam bearing must stay in original location kind, no scent additives.
3.
 - A. Heads cast iron only; may port and polish, may run after market, no 18 degree or lower heads allowed, no aluminum heads. No tolerance on head measurements. Max of 2 valves per cylinder.
 - B. Factory style distributor; in factory location. Aftermarket distributors are allowed, but it must be in factory position. NO MAGS.
4. Up to one 4 barrel, naturally aspirated carburetor, 850 CFM maximum with factory number on choke housing. Choke housing must remain stock. Numbers may not be altered. All air must go thru Ventura. Carburetor "No Go Tool" must not exceed below factory casting ring in non-modified ventura. Tool must not enter bottom base plate. All other alterations are acceptable.
5. Exhaust headers may go up or back and down, no turnouts.
6. Can run Rev. Limiter cannot use ignition box that can alter timing when in motion.

ENGINE & FUEL

1. **Must run KTPA Spec fuel only** Sunoco-Purple 110; Blue 112, Orange 114, Red 116, V.P.

2. C-12, C-14, C-16, Torco 112, 114, 116. No alcohol, no nitro propane, no pro oxide, no pro blend, no oxygen carries of any Sunoco-Purple 110; Blue 112, testing.
3. All trucks must have a fuel dump valve for random fuel testing.
4. There will be a 1% tolerance on all engine measurements.
5. NO traction or timing control of any kind allowed.

HITCH

1. Stationary in all directions; center of axle to point of hook 39 ¼ inch min.
2. Height is 27" to point of hook to ground max.
3. Hole will be no less than 3" in diameter: 1" min from edge of hole, 3" wide, 3 ¾" deep.
4. No "L" shaped hitches.
5. Hitch may not exceed past front of bed, anchor pin not to be less than 7/8" diameter.
6. No part of hitch to exceed 36" tall. Top stop not part of hitch.
7. No part of hitch adjusters are allowed past hitch point.

SAFETY

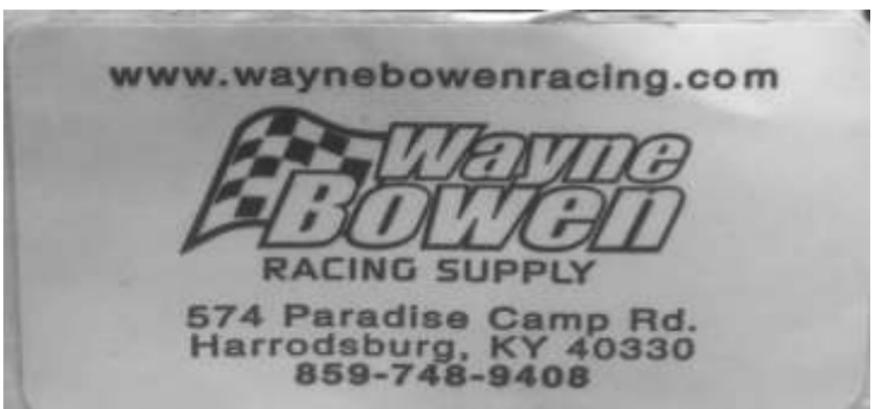
1. Steel flywheel and safety bell housing and block plate. ¼" shield 360 degrees: around the engine balancer; not less than 2" wide, except SFI approved balancer. **Any SFI approved flywheel is allowed.**
2. Engine cooling fans shielded 360 degrees; electric fans may not be covered.
3. Block shields must run the full length of engine and from top of frame to 1" above spark plugs.
4. All drive shaft loops must be within 18 inches of u-joint. Minimum dimensions on loop material are:

.125 for steel, .250 for aluminum and 1" wide. No chains or cable to be used for loops. U-joints must be covered on top and both sides.

5. No fuel tanks or fuel lines in driver's compartment, or batteries, batteries mounted in bed or engine compartment.
6. Must have neutral start switch with light mounted in rear and in cab to show in neutral.
7. Must have kill switch mounted in rear of truck, to kill ignition and electric fuel pump.
8. Must have working fire extinguisher.
9. Weight on class is 4300 lb.
10. Every truck that makes all scheduled hooks for their class will get 10 points at the end of the season.
11. All vehicles must have a complete body (including grill and headlight sockets) with the exception of tailgates, mirrors, front and back bumpers.
12. A tech official will randomly pick a truck each night to set the scales by; the trucks are to be within 200 lb. of 4300 lb.
13. A \$40 hook fee per event will be allowed for non-point members. They will receive NO points and NO voting rights. They will receive the payout for their finishing position.

47. Rules are locked for 1 year, until end of season for 2018.

Pay Out – 1st - \$425, 2nd - \$350, 3rd - \$250, 4th - \$175, 5th - \$100, 6th - \$100, (Total \$ 1400)



6000 Limited Light Super Tractors

ENGINE

1. Cubic inch
 - A. Diesel Engine – 470 cubic inches, no intercooler, 1(3” intake charger) with slots or up to 3.4” intake charger with smooth bore. (NO forward facing MAF Grooves)
 - B. Diesel Engines – 315 cubic inches and under is allowed to (3” intake chargers), no intercooler or MAF enhancements.
 - C. Diesel Engine- 410 cubic inch and under can run intercooler and 1 (3” intake slotted charger). (NO forward facing MAF Grooves)
 - D. Spark ignition on alcohol – 370 cubic inches 1(3” intake smooth bore charger)
 - a. 1 spark plug per cylinder.
2. A 1% tolerance will be given on cubic inch limitations to allow for normal engine wear.
3. No V-8 engines permitted – Inline 4 or 6 cylinder only allowed.
4. OEM cylinder heads only, cylinder head must match brand of block. NO RECAST HEADS.
 - A. Lateral movement of valves only. Valves must maintain factory angle. In head valves must seat no lower than the bottom of original head on all 6 cylinders.
5. Cylinder heads limited to 2 valves per cylinder.

DECK PLATES OR HEAD PLATES

1. Tractor limited to 1 plate, with a maximum 1.125” thickness.
2. Engine must match brand of tractor. Brand of engine must have been manufactured in the brand of rear

end, or is a direct replacement engine for that brand. Direct mergers of companies will be recognized. (example: IH-Case-IH, MM-Oliver, Cockshutt-White, Deutz-Allis etc.)

3. Rear of engine must be in stock location for make and model of rear end and transmission housing, with a maximum tolerance of 1-inch adapter plate.
4. No superchargers allowed.

TURBO WHEEL AND HOUSING

1. Single turbo charger of a size not to exceed a 3 inch diameter measured at the front face of the wheel with one single air inlet with no additional openings in compressor housing outside of the three-inch inlet.
 1. Compressor wheel must enter into the compressor housing of a minimum of 0.125 of an inch.
 2. No MAF enhancement on alcohol engines larger than 310 cubic inches, all plugs must be welded non-removable.
 3. All diesel engines and alcohol engines less than 310 cubic inch can run MAF enhancement with 1 groove – no larger than 0.250 (250 thousandths) width. No MAF will be allowed to enter face of the wheel. (No forward facing MAF grooves) (Must enter bore of charger.)
 4. Diesel engines 315 cubic and under can run 2 (3-inch intake) chargers – no intercoolers or MAF enhancements.
2. No fuel injection pump larger than a 6-cylinder P series pump will be allowed.
3. Water injection allowed with oil lubricant only, no additives allowed in injection water.
4. No electronic control for fuel delivery.
5. Electronics for data use only.

6. Any excessive fluids left on track during competition for 3 consecutive pulls subject to disqualification at Tech Man's discretion.

FRAME

1. Maximum length 13 feet measured from center of rear axle to forward most point excluding tow hook.
2. Maximum wheelbase 114 inches.
3. OEM tractor rear end and transmission housings, and axle housings only will be accepted. (NO Component tractors) Any auxiliary transmission must be in factory tractor housing and can only exit vertical.
 - a. **NO aftermarket out board planetary will be allowed. Must be factory style in original location.**
 - b. All transmission housings and rear end housings must be bolted together as was intended by the manufacture.
4. Hitch will be no SHORTER than 18 inches measured from the center of the rear wheel to the hooking point.
5. Maximum hitch height 20 inches.
6. Six buckle SFI approved with 4.1 minimum rating safety blanket to cover clutch housing. May run SFI blow proof bell housing – must be similar to factory style housing.
7. Must have complete sides shields equipped with minimum 0.06(60 thousandths) thick steel or aluminum and must be securely fastened to tractor. Cover from top of frame to bottom of hood, from grill to engine firewall.
8. Must have a firewall shield between driver and engine from top of hood to top of transmission or clutch housing, side shield to side shield.
9. 3/8" Steel cable must surround complete block between #1 and #2 cylinders.

10. Front skid plates on all tractors. (Specs. Listed in general rules)
11. No front axle suspension including air bags allowed. Front end pivot is allowed.

TIRES

1. Maximum tire size 30.5x32
2. Minimum tire size 18.4x38

FUEL

1. Acceptable fuels are diesel fuel, alcohol, and gasoline.
2. No oxygen carriers or combustion accelerators allowed.
3. No Ether starting aid can be on tractor.

WEIGHT

1. Weight for the class is 6000 pounds. -0- Tolerance
2. All tractors must carry at least 200 pounds of moveable weight.
3. If there is an obvious problem with the scales, an adjustment will be made by the Tech Official and Class Spokesperson at that time.

POINTS SYSTEM

1. PAYOUT

1st - \$600, 2nd - \$450, 3rd - \$325, 4th - \$225, 5th - \$150, 6th - \$100 = TOTAL \$1850

2. POINTS

A. Points will go back to same as 2014.

B. ALL 6000 LLSS TRACTORS MUST MEET ALL OF KTPA's GENERAL AND SAFETY RULES.

C. The first puller has the option to drop their hook and come back last.

3. PROTEST

- A. Only tech official, owner of tractor, or one team member present during protest, unless owner request help for tear down. Engine tear down protest is \$1000.

****CLASS RULES ARE LOCKED IN FOR 3 YEARS**and 100% vote to unlock.**



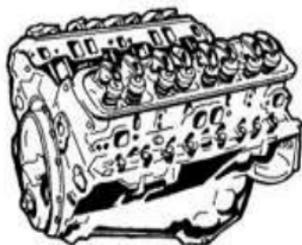
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8500Lbs. Pro-Farm Tractors

1. Tractor must retain stock appearance and sheet metal in stock location. Allow for updates.
2. Deflection shield must be on both sides of the motor and cover the entire motor. Either aluminum or steel no less than 0.060 thick. Fire shield between torque and driver.
3. Clutches must be covered with 6 buckle SFI safety blanket.
4. Fenders or tire shields are required.
5. Must have cross in outlet on turbo two 3/8 bolts or rods, no more than 1 inch apart.
6. Front weights must not extend no more than 13 feet from the center of rear axle, 114-inch maximum wheelbase.
7. Tractors must have individual working rear brakes.
8. Drawbar must be stationary and no higher than 20 inches and 18 inches from center of rear axle.
9. Motors must not exceed 470 cubic inches. 1% TOLERANCE AND MUST BE DIESEL ONLY. 100% VOTE TO CHANGE THIS RULE.
10. Engine must match tractor. Must be OEM head.
11. Aluminum heads are not allowed. Only 2 valves per cylinder.
12. No compressed air, no nitrous oxide or fuel conversions, no propane, and no nitro methane allowed.
13. Maximum tire size is 24.5x32 radial or bias ply tire, single or double cut tire allowed. Tire can be uncut.
14. Fuel pump, any pump, maximum P pump.
15. Water injection is allowed, no power additives (water only with the exception of lubricant).
16. OEM intakes and exhaust manifolds only, no homemade manifolds, no intakes or housings.

- 17.** All tractors must have wheelie bars, air shut off and spring loaded throttle stop.
- 18.** Protest procedure (see KTPA protest procedure rules).
- 19.** Voting rights will be given to those attending 50% of all sanctioned pulls.
- 20.** Anyone caught cheating will be subject to KTPA rules.
- 21.** Intake housing to be no larger than 3 inches at the face of the wheel. Single compressor wheel must protrude into 3-inch bore. Stock map with enhancement is allowed.
- 22.** No component tractors allowed.
- 23.** No inter coolers or after coolers allowed.
- 24.** KTPA approved roll cage.
- 25.** 5-point harness with quick release clasp is required.
- 26.** Quick release steering wheel.
- 27.** SFI approved clutch, flywheel and pressure plate.
- 28.** Head restraint must be a minimum 3/8-inch cable with 2 clamps on each end. Strap needs to be across front part of head.
- 29.** Turbo and fuel (by Styrofoam test within 3 minutes of finished run) will be randomly checked at each event by number draw.
- 30.** The protest for engine measurements will be \$1100, the tech official performing the protest will receive \$100 and \$1000 will go to the person in the right. See the Protest/Protest Procedure section for people that will be allowed to be present during protest, rule number 4.
- 31.** These rules are locked until the end of the 2018 season, it takes a 75% vote to open or unlock the rules. Plus, must make 50% of all hooks and be a paid member to have voting rights.
- 32.** The first puller has the option to drop their hook and come back last.

33. If the hot farm tractor(s) pull with the 8500 Pro-Farm for points, they must pay an additional \$250 membership fee *OR* they can pull as a paid member for the \$30 hook fee and receive place money **ONLY! NO POINTS OR VOTING RIGHTS.** All will pull is draw order.

34. If all hooks are made there will be 20 extra bonus points added at the end of the year.

Purse – 1st - \$600, 2nd - \$450, 3rd - \$250, 4th - \$150, 5th - \$100, 6th - \$100 = Total \$1650.



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10,000 Hot Farm Tractors

1. **Air shutoff** - Vehicle must have a cable operated engine air intake shut off device. Device cannot be a butterfly type and must be spring loaded. Cable must be located approximately 4 feet above the point of hook and within 6 inches of center of vehicle. Device must prevent the engine from building boost. The sled requires a 2-inch ring or equivalent be attached at the end of cable. Mount cable in clear view with no obstructions. One must be within drivers reach as well when strapped in seat.
2. **Brakes** - All tractors must have working rear brakes capable of sliding each rear wheel.

3. **Clutch** – All tractors must have a steel or an SFI approved flywheel and an approved blanket.
4. **Cubic inch** - 470 cubic inch maximum. There will be a 1% tolerance on all engine measurements.
5. **Cooling Fans** - All cooling fans will be electric operated. No factory metal blades on water pump.
6. **Chassis** - Maximum of 114-inch wheel base unless originally produced with a longer wheelbase at which point the wheelbase will remain stock. Maximum length of 13 feet from center of rear axle to forward most point of tractor excluding front hitch.
7. **Dump Valve**- A 3-way fuel dump bypass valve is required ahead of the injection pump. This valve is to be operated by a cable within the driver's reach when strapped in seat.
8. **Drawbar** - Must be a minimum of 18 inches behind center of rear axle. A maximum of 20 inches in height, and be ridged in all directions. Hitching eye to be a minimum of 1 inch thick and a maximum of 2 inches thick with a 3" x3.75" inside diameter hole. All hitches must pass tech inspection for safety.
9. **Engine** - OEM stock block, head, intake manifold & exhaust manifold must be for make of vehicle being entered. 2 valves per cylinder. No aftermarket components allowed.
10. **Fire Extinguisher** - Vehicle must be equipped with a minimum of a 2.5 lb. dry type or a 2 lb. Halon type fire extinguisher that must be located within easy drivers reach. Must be fully charged and have a working gauge.
11. **Fenders** - All tractors will have fenders and must support weight of driver. Top of fender must extend no less 6 inches over the top of tires.
12. **Floorboards** - All tractors must be equipped with a floorboard that is at least 0.060" thick and must be steel or aluminum.
13. **Fuel Pumps** - Rotary, A pump (no larger than 14mm for the A pump), P pump of 13 mm plungers (for P

pump only) or smaller (P3000 or P7100; no P8600)
Only one plunger per cylinder. Throttle stop must be on the pump.

- 14. Fuel** - Diesel fuel only. No compressed gases of any kind allowed as additive. Must pass Styrofoam cup test, 4 minutes. Random fuel checks can be completed by cup test or dialect test with a reading of maximum of 5. Top 8 entries will be checked when randomly checked.
- 15. Neutral Start - VEHICLES MUST NOT START IN GEAR!!!!**
- 16. Personal Safety Equipment** - Driver must wear a helmet, wear a complete fire suit, neck collar and leather shoes.
- 17. Roll cages** - All tractors will be equipped with an approved roll cage.
- 18. RPM** - 3000 rpm maximum, with 100 rpm tolerance. Must have magnetic tape on balancer or on flywheel. Also vehicle must have an ISPRO #019R8906 magnetic pickup attached to the front of the engine to measure engine RPM's. The lead from the pickup to the rear of the vehicle is to be made of 14-16-gauge wire extension cord with a molded 110V, 3 prong female electrical outlet. This 110V plug needs to be mounted next to the rear mounted air shutoff cable. Wire must be one (1) continuous wire outside the frame rails and visible. **NO SPLICES!! Each tractor will get one no read per season on RPM box, the second time the tractor will be disqualified. When rpm box does not read the tractor will be checked by hand tact for that one no read.**
- 19. Sheet Metal** - All tractors are to look standard for its year make and model in appearance. All major factory sheet metal is required.
- 20. Stabilizer Bars** - Stabilizer bars are required (no wheels allowed). The stabilizer bars cannot be welded or bolted to the hitch in any way. The stabilizer bar must extend a minimum of 32 inches

rearward from the center of the rear axle. The skid pad cannot be more than 10 inches off the ground. The skid pad must be a minimum of 5"x 5" square. A minimum of 20 inches is allowed between the 2 skid pads. No cross bars are allowed on the stabilizer bars behind the hook point. In addition to the stabilizer bars, the vehicle must have a brace that extends vertically 12 inches from the rear most tip of skid pads. There must be support brace extending inward to frame, axle or top of stabilizer bars. Design and material used must withstand impact of sled and support the weight of tractor. Vertical brace should extend rearward a minimum of 2" from radius of rear tire.

- 21. Seat belts** - 5-point harness is required and must be worn during competition.
- 22. Shields** - Side shields are mandatory on both sides of the engine and cover the entire engine. Either aluminum or steel not less than 0.060" thick. There must be a fire wall that separates the operator from the engine compartment with no hole more than 1/2 inch in diameter for controls to pass through. A 0.060" thick or .120" thick aluminum must run between frame and under the harmonic balancer to prevent loss of harmonic balancer from tractor.
- 23. Tie Bars** – Tie bars are mandatory on all tractors.
- 24. Tire Size** - 20.8- 38 (optional CUT or UNCUT TIRES)
- 25. Throttle** - Throttle lever must have a double spring installed such that if the throttle lever is released, the engine will return to idle. Throttle must function such that moving the throttle lever forward, increases the engine speed.
- 26. Tube Frame and Front End** - Aftermarket frames and front ends are allowed and must support the weight of tractor. Ski bars are mandatory on all tractors
- 27. Turbo** - Single turbo with 3-inch maximum diameter of the intake inlet. Bushings may be used but must be

Sky Tower Power Racing Engines



permanent. Compressor wheel must enter into the compressor housing.

28. 0.200 Map width enhancement grooves allowed. NO restriction on exhaust wheel size. Measurement of the inlet will be done by using 3.000 plug or internal calipers measured at the front face of the wheel. Two 3/8" bolts in a cross pattern must be welded in the exhaust pipe, no curve exhaust allowed.
29. Pro-fab transmission allowed.
30. **Water injection** - Water injection is allowed with water and pump lubrication only. Water may contain crop oil or water-soluble oil. **WATER MUST FREEZE ROCK SOLID** or pass any other test the KTPA board implements.
31. **Intercoolers** - **NO INTERCOOLERS, AFTER COOLERS OR ICE BOXES** of any shape or form allowed in the air intake system of any tractor.
32. **Wheel Hubs** - Must be steel weld on hubs or heavy-duty clamp on hubs. **No cast iron.**
33. **Protest** - The protest for engine measurements will be \$1,000, the tech official performing the protest will receive \$100 and \$400 will go to the person in

the right. See the Protest procedure section for people that will be allowed to be present during protest, rule #4. **Fuel Protest** – \$75.00 by cup test 4 minutes.

- 34. Drop Pull** – The first puller is allowed to drop their hook and may return right then or last.
- 35.** All pullers will have one pull (least points value) dropped at the end of the season.
- 36. Must make 50% of the hooks to have voting rights, and rules are locked in for 1 year.**
- 37.** No weights can be removed after you have hooked to sled.
- 38.** Helmets must be fastened.
- 39.** Position number must be displayed on the front of the tractor.
- 40.** All Drivers/Tractors must comply with the General Rules.
- 41. BLOCK CABLE: MUST BE /INSTALLED BETWEEN CYLINDER 1 & 2. 3/8TH INCH STEEL CABLE WITH 2 CLAMPS MUST SURROUND COMPLETE BLOCK.**
- 42. Purse - 1st \$ 550, 2nd \$400, 3rd \$300, 4th \$150, 5th \$100, 6th \$100, 7th \$100, 8th \$100 = TOTAL \$1800**



Hot Rod Tractors

1. Tractors are limited to automotive type engine. Two valves per cylinder. 600 cubic inch limit. 1% tolerance.
2. Engine must be naturally aspirated with one carburetor. Must run all Ford or all Chevy motor (GM style block must run GM style heads; Ford style block must run Ford style heads). No tunnel rams, maximum 2-inch spacer or adapter under carburetor. Carburetor must be stock in appearance. No split carburetors allowed. **INTAKE HEIGHT WILL BE DETERMINED BY MEASURE FROM TOP OF CHINA WALL TO BOTTOM OF CARBURETOR FLANGE. MUST NOT EXCEED 11 INCHES. NO SPREAD PORT HEADS.**
3. Maximum length 14 feet from center of rear axle to farthest most point, including weights, excluding tow hooks or lifting hooks.
4. Original agricultural tractor rear ends, 2WD only. No aftermarket replacement parts. Inboard planetary allowed. No outboard.
5. Any drive line from rear-end to motor.
6. Tire size: **18.4x38 LIMIT. *CUT AGRICULTURE TIRE ONLY***
7. Must have wheelie bar mounted solid to frame capable of supporting tractors weight. No part of hitch may be connected to the wheelie bars. For location and size refer to the general rules.
8. All drivers must be seated and in control of pulling vehicle anytime motor is started or being started.
9. Seat belts are required and it is highly recommended they be WORN.
10. All tractors must have individual working rear brakes.
11. All tractors must have a solid barrier between driver

and rear wheels. Barrier must be capable of supporting drivers' weight.

12. All tractors must have wide front ends. Front wheels must track with rear wheels.
13. Hitch height 20 inches and must be parallel to the ground. (15 degree) No attachment point above top of rear end housing.
14. Hitch must be no less than 18 inches from center of rear axle to hitching point.
15. KTPA approved racing fuel or alcohol is permitted. Nitrous is not acceptable, nor is any bottled fuel or pressured tank.
16. Any class member attending all events of the season will be awarded 20 bonus points. (Vehicle to make every pull.)
17. All remaining exposed drive shafts will be shielded 360 degrees by 3/8-inch aluminum or 5/16 steel. Drive shaft must be completely covered, minimum 1/4 inch visible at either end.
18. If for any reason a KTPA tech official is not present any tech official may perform those duties.
19. ROLL CAGE: Must have a minimum of .120 wall thickness tubing minimum of 1 3/4 inch steel or chrome moly tubing. Cage will attach to tractor at a minimum of 6 points. There will be 2 tubes coming over driver's station with 1 lateral bar going around the cage approximately shoulder height. There will be 1 bar under the seat a minimum of 1-inch square tubing. There will 2 diagonal braces running from frame rails to the front tube of cage at a maximum 30-degree angle. Must use GRADE 8 OR BETTER BOLTS when securing cage to tractor. An SFI approved 5-point harness with quick release clasp will be required in all roll cages.
20. Weights must not extend beyond rear tires.
21. All trucks must have a fuel dump valve for random fuel testing.
22. Weight on class is 5250 lb. No tolerance.

23. The first puller has the option to drop their hook but **MUST** come back last.
24. There will be an optional 1-time hook fee of \$50. They will not receive points or voting rights. For non-members.
25. Rules will be locked in for 3 years until the end of the 2018 season. It will take 70% of voting members to unlock the rules.
26. If tractor breaks before hook – it gets last place points per discretion of Tech Official.
27. **Purse** – 1st - \$400, 2nd - \$300, 3rd - \$200, 4th - \$100, 5th - \$75, 6th - \$75, 7th - \$75, 8th - \$75, 9th - \$50, 10th - \$50 = **TOTAL \$1400**



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Super Modified 2-Wheel Drive Trucks

1. Maximum weight of competition vehicle is 6200#.
2. The 15 feet from center of axle overall rule will apply to all TWD trucks with the exception of a 10" inch over length allowance for cosmetic fiberglass only. No steel structure, reinforcement, or steel bumpers allowed pasted 15 feet.
3. Maximum width of vehicle is 96"
4. Any automotive type engine, with only two valves per cylinder and must accept a stock automotive crankshaft.
5. Maximum supercharger limit is 14-71 hi-helix. No screw type superchargers permitted.
 1. Maximum bore spacing is 5.00"32
 2. All burst panels must face away from driver.
 3. No timing delay devices permitted.
 4. Fiberglass bodies are accepted.

5. Flip top bodies must have escape hatch through roof. If body has doors they must be in position and closed.
6. Truck beds must be covered during competition.
7. Grills and fenders must in place as intended by the manufacturer.
8. Only 1/4" Lexan, .060 steel or 3/16 aluminum are the only materials allowed for firewalls. No Plexiglas firewalls permitted
9. All vehicles must have vertical bumpers. Bumpers must extend minimum or 8" vertically. Bottom of bumper to be a maximum of 24" from the ground.
10. No fuel tanks, fuel lines, pressure gauges or pumps allowed in cabs. All hydraulic lines in cab must be shielded top and sides with a minimum of .060 aluminum.
11. Non-planetary rear ends must run axle covers.
12. Weights cannot extend more than 12 inches from drawbar.
13. To join points \$450 membership per truck plus \$20 hook fee. Can make 3 installments of \$150 plus \$20 hook fee. Points start with the first \$150 payment. \$250 of the \$450 membership goes to KTPA. \$200 goes to SM2WD points fund. Non-points truck will be \$100 hook fee, \$50 of the hook fee goes to KTPA and \$50 goes to SM2WD points fund. \$100 hook fee will not collect points or voting rights. Additional club year end 20 pts. Does not apply to SM2 class.



Purse A:	1st - \$1,500	Purse B:	1st \$1,000
	2nd \$ 750		2nd \$ 650
	3rd \$ 500		3rd \$ 400
	4th \$ 300		4th \$ 200
	5th \$ 250		5th \$ 150
	6th \$ 200		6th \$ 100
	\$3500.00		\$ 2,500.00

- A. Must be 10 or more trucks present to have an A purse. If there is less than 10 trucks B purse will take place.
- B. No discount on purse for 2-night bookings.
- C. If promoter desires not to charge entry fees, they must pay KTPA SM2WD points fund the “per hook per truck” amount or have non-sanctioned class.



2017 KTPA Rule additions for SM2WD

FLOATING FINISH RULE

1. If a floating finish line is used, it will be a maximum of 330 feet.
2. Any competitor that goes past 330 feet will be flagged as full pull.
3. During pull off 330-foot rule will not apply. Floating finish will apply.
4. If sled is reset for any reason, it will be a floating finish.
5. If there are 6 or less trucks in class, floating finish will be in effect regardless of distance.

Super Modified 4WD

- 1.** Maximum engine size of 500 cubic inch for supercharged or turbocharged engines with a maximum wheelbase of 170 inches.
- 2.** Weight of the vehicle and driver before, during, and after pull shall be as follows:
 - A.** 170-inch wheelbase – 6600 lbs.
 - B.** 133-inch wheelbase – 6300 lbs.
- 3.** Hitch point for the 170-inch wheelbase trucks can be no less than 18 inches and no more than 20 inches from center of rear axle with a maximum height of 26 inches before, during, and after pulling. Hitch point for the 133-inch wheelbase trucks shall be 48 inches from the center of the rear axle. The hitch height for this class will be 26 inches.
- 4.** Trucks may only run an 871-conventional supercharger with a 60 degree or less rotor angle at a maximum of 53% overdrive. No high Helix or Retrofit superchargers allowed.
- 5.** Trucks with a wheelbase of 133 inches may run as Modified or Super Modified by Ken-Ten or NTPA rules with a conventional 871 supercharger or less at a maximum of 53.8% overdrive.
- 6.** Rear Tires must track front tires at least 50%.
- 7.** On 170-inch wheelbase trucks, engine blocks must be OEM style and be cast iron/steel.
- 8.** Pro-stock trucks may run in class by KTPA, NTPA, BOB or Ken-Ten rules.
- 9.** Fuel must be either alcohol or KTPA spec fuel.
- 10.** Some type of bed must be used, either original or flat, and must have side rails.
- 11.** Any type of body may be used, metal or fiberglass.
- 12.** Must have front fenders, windshield and on-board fire extinguisher.
- 13.** Blower drives must be shielded and blower restraints

must be used.

14. Exposed turbochargers must be shielded 360 degrees with 0.060-inch metal.
15. Rear of the engine block shall be located no more forward than center of front axle. Trucks shall be single engine only.
16. Trucks may run 18.4 x 16.1 farm implement tires that have a maximum of 18-inch tread and 40-inch diameter. Tires must have brand name and size on them.
17. Truck must be super modified and pull at least 50% of points pulls to have a vote and to change class rules. Each truck with KTPA membership shall have one vote and a simple majority vote is needed to change class rules.
18. There will be a 1% tolerance on all engine measurements.
19. Rules for this class are locked for 5 years end of 2019, any issue has to be brought to the board to unlock/change rules.
20. Pay out – 1st - \$300, 2nd - \$275, 3rd - \$250, 4th - \$225, 5th - \$200, 6th - \$200, 7th - \$100, 8th - \$100, 9th - \$100
= Total \$1750

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Super Stock 4x4 Trucks

ENGINE

1. 509 cubic inch maximum displacement.
2. Engine must be naturally aspirated.
3. Engine block and cylinder heads will be cast iron.
4. Open headers allowed, exhaust will exit straight back or vertically through the hood.
5. Rear of engine block can be no further forward than 12 inches measured from the center of the front axle tube.
6. No tunnel rams or fabricated intake manifolds allowed.
7. One carburetor only

FUEL

1. Must run KTPA Spec fuel only. Sunoco-Purple 110; Blue 112, Orange 114, Red 116, V.P. C-12, C-14, C-16, Torco 112, 114, 116. Alcohol must be pure, no additives of any kind. Must pass water test. No Scent or Top Lube. No pro oxide, no pro blend, no oxygen carriers of any kind, no scent additives.

FRAME

1. Must be OEM steel frame no heavier than 1 ton.
2. Rear traction bars may be no further forward than 80 inches measured from the center of the rear axle.
3. Rear spring blocks allowed (may be welded, springs optional)
4. Must use OEM transfer case and transmission case, NO drop boxes or reversers of any kind allowed.
5. Stock wheelbase no longer than 134 inches.
6. No batteries or fuel tanks may be mounted inside the cab. Factory seat tanks will be accepted.
7. No military equipment allowed.
8. Front differential may be no larger than a ton rating;

rear differential may be no larger than a 1 ½ ton rating.

Fuel cell can be mounted on weight bracket

WEIGHT RACK

1. Weights can be mounted no further forward than 60 inches from the center of the front axle.
2. Weight boxes are allowed.
3. All weight racks will be in pulling position at time of weigh in and hitch check.
4. Batteries may be mounted on weight rack.

HITCH

1. Hitch will be no shorter than 36% of wheelbase – measure from center of rear axle.
2. Maximum hitch height is 26 inches.
3. Hitch must be stationary.

TIRES AND WHEELS

1. All tires must be D.O.T. approved.
2. Maximum tire size 33x12.50
3. Maximum rim width is 12 inches.
4. Wheels can be offset no more than ½ track of front tires.

BODIES

1. Full size truck bodies only
2. Cab may not be gutted must be OEM glass.
3. All trucks must have a bed floor, either metal or wood or bed cover.
4. Must have dash pad.
5. May use any style seat.

MISCELLANEOUS

1. Allow traction bars on front not exceed 48” over.
2. First truck may drop to last.
3. Maximum weight of vehicle is 6200 LBS.

PURSE

Super Stock 4WD Trucks 1st-\$425, 2nd - \$325, 3rd - \$200, 4th -\$100, 5th -\$100, 6th- \$100, 7th -\$75, 8th -\$75=
TOTAL \$1400

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6000 lbs. Light Hot Farm

1. Tractors in the class will represent any year sheet metal.
2. Limited TO A FVP (Fair Valley Performance or Scheid Diesel) S300SX-E turbo 2.46 inlet, factory billet compressor wheel, enhanced compressor cover, 360 thrust bearing, 80 mm inducer turbine wheel, 2.93" outlet, .91 exhaust housing. T4 Flange (FVP) part # PPT118-5 KY LT Hot Farm/or Scheid part # S300SXE91KTPA-LHF
3. **Injection Pumps:** P Pumps, A Pumps, or Rotary allowed for all cubic inch engines, P pumps cannot exceed a P7100.
4. 480 CID maximum CID, 1% variance. No de-cubing allowed to meet specs.
5. 0-399CID, 3800RPM. 400-480CID, 3000 RPM monitored by sensor (sensor part #isspro R8906). No splices in harness allowed from sensor point to plug at back of tractor. RPM on small cube engines is not locked in, can be reviewed throughout the year with 100% vote.
6. **No water injection, no intercoolers, aftercoolers**

or Electronic Injection engines.

7. OEM exhaust and intake manifolds only for engine series used. No recast heads, No pro-fab-style transmissions.
8. Diesel Fuel Only: no pressurized power- adders (propane, nitrous, etc.) of any kind allowed.
9. Front of tractor weights cannot measure beyond 13 feet of centerline of rear axle. All tractors must have front lifting device capable of supporting tractor weight for towing.
10. 18.4 x 38 tire maximum, any cut, radials allowed, 18.4R or metric equivalent. 460/85/R38 or 480/80/R38.
11. Hitch can be no more than 20 inches in height, a minimum of 18 inches from centerline of rear axle.
12. No shifting up or down while in competition.
13. Drivers 14 years and older allowed. Any driver under 18 requires parental consent.

SAFTY RULES

1. SFI approved steel flywheels and scatter blankets required.
2. Tie bars required.
3. Helmets and Fire Suits required, must have a fire extinguisher on-board mounted for quick access.
4. Roll cages, minimum 2-Bar assemblies, high back seat with 5-point harness required.
5. Guillotine Air Shut-off required. On-board fuel shut off must be accessible from strapped – in position.
6. Dead man throttle required.
7. Wide front ends only.
8. Wheelie bars required, with 4x4 pads that are no more than 10 inches off the ground. Wheelie bars must be able to support weight of tractor

independently.

9. No hanging weights can extend beyond rear tire. Tractor must have 200 lbs. movable weight.
10. Side shields required.
11. (2) 3/8ths bolts fitted in a cross pattern on the exhaust side required.
12. 3/8" steel cable must be around entire engine between #1 & #2 cylinder. If engine has more than 1 head, it must have 1 cable per head.
13. A 0.060" thick or .120" thick aluminum/steel must run between frame and under the harmonic balancer to prevent loss of harmonic balancer from tractor.
14. Fenders must extend above top of tire.

\$1400 payout for class.

Payout: 1st \$450, 2nd \$350, 3rd \$250, 4th \$150, 5th \$100, 6th \$100. TOTAL \$1400



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Addendum

Entry Procedure

1. Registration will close 30 minutes prior to the scheduled start time of the pull, unless other arrangements have been made.
2. Pullers will draw for pulling position in all classes. Registration table will close when pull starts. Registration for class will close when hook is dropped in the first vehicle in the class.
3. Entry fee will be \$30 per pull if the driver pays at the gate. Entry fee will be \$35 per pull if the driver is let in free at the gate. (NOTE: The raise of \$5 on entry fees will go to cover the cost of the third tech official at each event to take care of the random fuel testing required by all classes.)
4. Must be KTPA member for the current year to pull. If not a member, you may join at the track. The membership cost for the 2018 season is \$250. This price includes insurance. The membership is payable in full at your classes 1st hook of the season. There is also the option of a 1-time hook fee of \$50 for any class unless stated differently in individual class rules (SM2) but, does not go towards your membership dues. With the 1-time hook fee you qualify for NO points or voting rights in your class. **(THERE IS NO LONGER A (3) PAYMENT PLAN OPTION FOR MEMBERSHIP IN ANY OF THE CLASSES.**
5. You must be 16 years of age to drive or pull a truck or tractor on the grounds of a KTPA sanctioned pull. A valid driver's license or certified birth certificate will be submitted to any tech official or board member that request proof of age. Failure to do so will ban puller from participation until proof is shown. Any pre-approved underage participant must have a parental wavier signed by both parents/guardians.

Duties and Qualification

of Tech Officials

To serve as a tech official you will be required to:

1. Pay an associated membership fee of \$25.00 and sign a membership card.
2. You must adhere to all rules as outlined in the current season's rulebook.
3. All tech officials need to be at an event at least one and ½ hour before the event is scheduled to start.
4. Work as a team, one official advise promoter on track conditions and make recommendations as necessary to assure that track will be in proper condition. Other official(s) is at scales weighing vehicles and checking kill switches and putting on tie straps. Do visual inspections for safety rules or specific class rules. Turn in any infractions on vehicles that have passed for one event only to the secretary.
5. Tech officials are responsible for putting flags on sled, cones on track and displaying any banners that may be involved due to sponsors, also picking up at end of event.
6. Coordinate radios for next scheduled tech officials.
7. Verify that sled being used has a current sled inspection sheet on file.
8. Tech official(s) are expected to operate the scales, stage vehicles, maintain safety checks, measure hitches, conduct fuel/turbo checks, and any other duties necessary for proper flow of each show.
9. Tech official must be mechanically inclined.
10. You must attend tech official meeting and training prior to season starting.

Operation of Contest

When class is started, pullers are to be in their vehicles 3 deep and READY to pull to prevent delays in the class

- 1.** All pulls will start with a tight chain. No jerking allowed. On the first attempt there will be a three-minute time limit to hook to the sled after the sled is ready.
- 2.** In case of the sled being reset the trucks that have pulled will come back in the back of the class in original pulling order. The sled must be official and the finish line determined by up to after the fourth vehicle has run, before the 5th vehicle has hooked. If a delay of 45 minutes occurs the class must be started over in the original pulling order.
- 3.** Pullers are allowed two (2) attempts to cross the 100-foot mark. Each puller will have three (3) minutes, once the sled is spotted, to hook to the sled. If on first attempt the vehicle brakes he or she can drop five (5) hooks.
- 4.** Vehicles, not the sled, must remain within side boundaries (after class is official) of contest course during pull or will be disqualified. If any part of the vehicle tire touches any part of the out of bound line during or after the pull while hooked to the sled, the puller will be deemed out of bounds. Contest course considered width (as marked) and track length.
- 5.** If driver is not ready when his turn comes up, due to mechanical problems, he will be able to drop five places in the class or forfeit. Mechanical problem is to be confirmed by tech official before vehicle is allowed to drop.
- 6.** In the event of a malfunction (sled, etc.), puller has the option to drop five places or pull right then.
- 7.** Under a green flag, if a puller loses a weight or safety equipment, vehicle is disqualified.
- 8.** Driver is to weigh with the vehicle. Top four

vehicles are subject to be reweighed at any time. Vehicles original weight will be the class weight or less. At any time after a vehicle pulls it is sent back to the scales to reweigh there will be an allowance of no more than 20 pounds. To verify scales, tech official can send a minimum of three vehicles back across the scales to be reweighed.

9. Adhere to the tech officials at all times. Anyone striking the tech official or should a problem of any nature arise, whether caught cheating or someone causing trouble, contestant and vehicle may be denied participation by a majority vote of the Board of Directors for any period of time to be determined by the Board.
10. No one allowed on track after green flag except contestant and track official. Track boundaries defined as track and 15 feet in any direction. Any infraction is grounds for disqualification.
11. When contestant completes pull they must move the vehicle away from the end of the track. Contestant will be warned one time, the second time the contestant may be disqualified at tech officials' discretion.
12. **Any vehicle or contestant judged unsafe by the tech officials and committee members will be prohibited from pulling until unsafe condition is corrected.**
13. Tech officials has the right to determine the legality of the vehicles at any time. They have the right to open the hood at any time or make any visual or audible inspection. Tech officials cannot do fuel checks, pumping of engine, etc., unless said vehicle is under protest. The tech committee has the right to make all the decisions regarding these rules.
14. All vehicles must pull on and off track under own power, unless apparent breakage or temperature is in excess of 230 degrees. This is left to the discretion of the tech officials. No exceptions or contestant will be disqualified.



15. Tech officials have the option to pick someone to start pull until they are available.
16. In the event of a tie, there will be a pull off only if one puller involved in the tie wants a pull off.
17. In a pull off situation the pull off will be run in the same order as class finishes. One attempt only, no dropping for mechanical or test hook.
18. A predetermined finish line will be established. In the event of a pull off, a floating finish line may be used, space permitting.
19. All vehicles will receive one hook per class.
20. Rain Out Rule:
 - A. An official class is when 100% of original entry has made an attempt.
 - B. In the event 100% of the pull order is not completed, all contestants will receive 5 hook points and paying contestants will be at the discretion of the promoter.
 - C. In the event of a pull off, if pull off is not completed, all monies and points will be combined and split equally among those in the pull off. Remainder of monies and points will be awarded as class placed.
 - D. All contestants entered in classes that have not been completed will receive 5 hook points and

entry fee returned.

- E. Any classes not completed due to any circumstance will be treated as a RAINOUT.

A time period of no less than 10 days is required to cancel a class after it has been sent out on the schedule.



Protest Procedure

1. Protest must be submitted in writing to a tech official within 10 minutes after class being protested is over. All items to be checked must be listed separately. Once protest is made no party in protest can back out. If the protester wants to back out and not complete the protest, he still has to put out the money for the protest. All money will go to the person being protested in this situation.
2. Protester must be in the same class as the protested. Any puller in the class may protest regardless of finish position.
3. A protest fee must accompany protest. Protester must put up cash or check. If using a check, it is to be made payable to KTPA if check is not good, legal action will be taken to collect.
4. During a protest, only the tech official, owner of vehicle or one team member may be present during protest, unless owner request help for tear down.

5. Person causing any amount of trouble during a protest will be disqualified, either party.
6. Engine protest in any class will be \$1000 (unless class rules specify otherwise). This will be a complete tear down including carburetor, pulling of one head, checking bore and stroke, pulling cam shaft if needed. Tech official's discretion on pulling of cam. If protested refused to let protest continue he/she will not be allowed to pull that vehicle for 12 months from date. Tech official will receive \$100 and the person in the right will receive \$900. (If you deny protest you will not pull protested vehicle with KTPA for 12 months from that date.)
7. Cubic inch check on pump is \$100.00. Tech official receives \$25.00 for cubic inch check (See cubic inch pump procedure.)
8. On a complete tear down or cubic inch check on pump, the tech official has the choice of which head to be pulled or cylinder to be pumped. (Formula $0.7854 \times \text{stroke} \times \text{bore} \times \text{bore} \times \text{number of cylinders}$)
9. Nitrous protest charge is \$150.00. This is for checking necessary places. Tech official will receive \$25.00 for nitrous check.
10. Fuel protest is \$300.00. Protested must tell the tech official what brand and octane the fuel is that he/she is running. Fuel will be pulled at the carburetor or dumped valve. This fee will include drawing the fuel and sending it to an outside lab. If the fuel is right the protester pays the fee, if the fuel is wrong the puller in the wrong must pay the fee to cover the cost of testing the fuel.
11. Transmission protest is \$75.00. Tech official receives \$25.00. Check transmission by roll out through motor or remove top.
12. A visual protest fee is \$250.00 for complete



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measurement. Any visual protest consists of checking hitches, wheelbase lengths, check carburetor, will be checked with a **NO GO TOOL** (1.567 inches) (may require removal), anything concerning weight box, or any other visual inspection. 2 Tech officials will receive \$50.00 a person and in the right, receives \$150.00.

13. If vehicle is found illegal, contestant shall lose points for the pull and will not pull for two consecutive pulls in the class the vehicle was found illegal. If the vehicle is found illegal twice for the same infraction the vehicle loses all accumulated points and the vehicle and driver/owner are ineligible for one year from date of second infraction. An individual that has two pulling vehicles registered with KTPA will be allowed to continue pulling the second vehicle only.
14. Protested is responsible for tear down of vehicle.
15. If protested refuses to let protest continue, he/she will not be allowed to pull that vehicle for 12 months from said date.
16. Sled protest – Protest fee to be \$100.00 each party, person in right to receive money, less \$25.00 to the tech official. Tech committee to inspect the sled for discrepancy and has final ruling.
17. Protest is not allowed for general safety violations, not explicitly covered by class rules. The tech

official only enforces all safety rules on vehicles. Any safety violation noted by the tech official is put in writing and given to the secretary. The violation must be corrected before the vehicle is allowed to hook at future events.

- 18.** Tech official, if needed, reserves the right to delay all protest decisions for three working days.
- 19.** The tech committee has the right to make all decisions regarding these rules.
- 20.** When a protest is in place and neither tech official is disputing the others call, then the call is final and no further action can be taken.
- 21.** The KTPA Board cannot change or accept any class rules that were not accepted by the class during their class meeting.
- 22.** (Tech committee consists of tech officials and Board of Directors – DUTIES AND AUTHORITY OF THE TECH COMMITTEE) any dispute, can be settled during or following an event by a discussion and vote of the members of the tech committee present at any given event. If any member of the tech committee is involved in the dispute, they will not have a vote and cannot sit in on the meeting. If the member is class spokesperson then the class alternate will be called in, if present. A majority vote of the committee will be required to enact decision. Any puller can call a meeting of the tech committee by a written request given to any member of the tech committee. Any member of the tech committee may call a meeting of the committee if they witness any infraction of the sanction body rules. The decision of the tech committee is final. All meetings of the tech committee will be closed except to members of the committee and person filing complainant.
- 23.** Tech officials are considered part of the Board of Directors and may sit in on the meetings. All tech officials will have a vote on the Board.
- 24.** There will be no Board meetings held at any of the

competition events.

25. At the end of each season tech officials must be voted upon and approved by the board at the meeting of the board immediately following General Meeting.

Cubic Inch Pump Procedure

All vehicles will be pumped in the following manner:

1. Protested vehicle will be given an adequate amount of time to cool (amount of time to be determined by presiding official).
2. Cylinder to be pumped will be determined by tech official handling protest.
3. Cylinder will be pumped 2 times. If found illegal, puller will be offered the option of removing the head to prove the pump wrong. If the puller is found illegal, he will be disqualified. If the pump is wrong the puller will be declared legal.
4. There will be NO cubic inch pump protest in any diesel vehicle. All diesel cubic inch protest must be done by complete tear down of motor with measure of bore and stroke, for accuracy.

Track Information

1. For a sanction pull it is required to choose at least 3 of the 12 sanctioned classes. The sanctioned classes are as follows:

Pro-stock 2WD
5800 LBS

Pro-stock 4WD
6200 LBS

Hotrod Tractors
5200 LBS

Super Modified 4WD
6200 LBS/6500 LBS
(depending on wheelbase)

6000 Limited Light Super Tractors

6000 LBS

8500 Pro-Farm Tractors

8500 LBS

4300 Light Pro-Stock Trucks

4300 LBS

2.6 Diesel Trucks

8500 LBS

Super Modified 2WD

6200 LBS

10,000 Hot Farm Tractors

10,000 LBS

Super Stock 4WD Trucks

6200 LBS

6,000 Light Hot Farm

6000 LBS

In the event of a double-booking situation, the second promoter will be allowed to run only two sanction classes to qualify as a sanction pull. The promoter that books first will have their choice of the 3 classes they wish to run. The second will have to take 2 classes that are left.

2. All KTPA pulls have a guaranteed purse for each class, as follows:

Pro-Stock 2WD

\$500-\$400-\$300-\$200-\$100-\$100-\$50-\$50

(\$1700 Total)

Pro-Stock 4WD

\$550-\$400-\$300-\$200-\$100-\$100-\$100-\$100

(\$1850 Total)

Hotrod Tractors

\$400-\$300-\$200-\$100-\$75-\$75-\$75-\$75-\$50-\$50

(\$1400 Total)

Super Modified 4WD

\$300-\$275-\$250-\$225-\$200-\$200-\$100-\$100
(\$1650 Total)

6000 Limited Light Super Tractors

\$600-\$450-\$325-\$225-\$150-\$100
(\$1850 Total)

8500 Farm Tractors

\$600-\$450-\$250-\$150-\$100-\$100
(\$1650 Total)

4300 Light Pro-Stock Trucks

\$425-\$350-\$250-\$175-\$100-\$100
(\$1400 Total)

2.6 Diesel Trucks

\$500-\$400-\$300-\$150-\$100-\$50
(\$1500 Total)

Super Modified 2WD

Purse A \$1,500-\$750-\$500-\$300-\$250-\$200
(\$3,500 Total)

Purse B \$1,000-\$650-\$400-\$200-\$150-\$100
(\$2,500 Total)

10,000 Hot Farm Tractors

\$550-\$400-\$300-\$150-\$100-\$100-\$100-\$100
(\$1800 Total)

Super Stock 4WD Trucks

\$425-\$325-\$200-\$100-\$100-\$100-\$75-\$75
(\$1400 Total)

6,000 Light Hot Farm

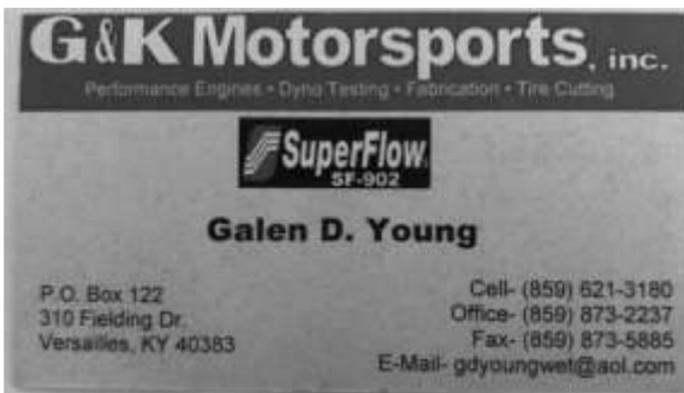
\$450-\$350-\$250-\$150-\$100-\$100
(\$1400 Total)

Along with these paybacks a trophy is to be given to

the first-place winner in each class. Promoters can choose to have a double point pull. In order for your event to be classified as this you must increase the purse of each class by ½ (i.e. if the purse was originally \$1300 you would have to add \$650 to that class purse). The advantage of hosting a double point's pull is to attract more pulling vehicles. If this is something you think your organization would be interested in please ask the president or secretary and they will gladly discuss it with you.

3. No sanctioned class shall receive a percentage payback.
4. There will be a \$1,300 sanctioning fee charged to each organization that has a pull with a required-up front \$300 deposit. This organization can have as many pulls as they wish on that track, but this fee cannot be used on any other track or by any other organization. If for some reason you have to cancel your pull(s) and you don't have any other pulls for that year, you cannot carry the \$1,300 sanction fee over to the next year. **CONTRACTS MUST BE SIGNED AND RETURNED TO THE SECRETARY BY APRIL 1st OF THE YEAR. If not returned your date will not be held for you. The \$300.00 deposit is required when the contract is returned and deducted from the balance at the day of pull. This deposit is a NON-Refundable Deposit. NO RAIN OR CANCELLATION DEPOSIT FEE RETURNS. YOU DO HAVE THE OPTION TO RESCHEDULE WITHOUT PAYING A ADDITIONAL DEPOSIT.**
5. Tracks may determine in which order they wish to run their sanctioned classes. If the promoter does not choose class order, classes will be rotated from each event if track conditions permit.
6. All tracks are to have scales on the grounds. It is highly recommended that the track be 30 feet wide.
7. **Track building & operating equipment must be furnished by promoter for each pull event.**

8. **Track must be completed by Promoter and si to be approved by a KTPA official prior to scheduled pull time.**
9. Flyers, if used, are to contain the following information:
 - A. Classes to be run and prize money in each class, date, weigh-in time, pull time (state if you are eastern or central time), time the scales are to close and location of pull.
 - B. State that it is a KTPA sanction pull must be a member of KTPA to pull. May join at the track.
 - C. Name of the sled and tech officials.
 - D. Telephone number of someone to be reached regarding pull, especially on day of pull.
 - E. It is also mandatory that you put the gate fee on the flyers. Flyers should be mailed to **KTPA, P.O. Box 905 Bardstown, KY 40004** Your flyer will be made available to pullers prior to your scheduled show.



Points System

1. Event:

- A. To receive your 5, show up points. Vehicle must be registered but will receive a refund on their entry fee in case of cancellation for any reason.

B. If event is held you must hook to the sled and make an attempt in order to receive your placing points. If you are unable to hook to the sled due to breakage or mechanical difficulties you will receive only your 5 hooking points and you will not receive a refund on entry fee or **NO POINTS** will be awarded.

2. Placing Points are given as follows:

1 st Place	20 Points
2 nd Place	19 Points
3 rd Place	18 Points
4 th Place	17 Points
5 th Place	16 Points
6 th Place	15 Points
7 th Place	14 Points
8 th Place	13 Points
9 th Place	12 Points
10 th Place	11 Points
11 th Place	10 Points
12 th Place	9 Points
13 th Place	8 Points
14 th Place	7 Points
15 th Place	6 Points
16 th Place On	5 Points

3. After first and second place ties, points will be split and awarded (no pull off after first and second place).

4. At the end of the pulling season the top four vehicles in each class will receive a percentage payback as follows:

1st Place – 40%, 2nd Place – 30%, 3rd Place – 20%, 4th Place – 10%

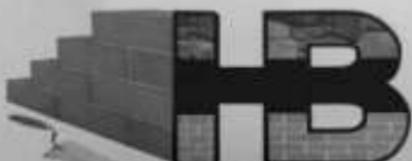
***SM2WD** – 1st place – 40%, 2nd Place – 30%, 3rd

Place – 15%, 4th Place- 10%, 5th Place – 5%

10% will be taken from each check, but KTPA still only pays back four places.

5. Any money left in the sponsor fund at the end of the season (excluding any cost of advertising done on behalf of the sponsors) will be evenly distributed among all classes, unless a sponsor specifically sponsors a class.
6. Class winner will be the vehicle receiving highest number of points during the entire season.
7. Member will only be allowed to vote in the class the vehicle is registered in for the season, and in order to vote you must pull at least 50% of the pulls your class was scheduled to participate in. All paid members, will have a vote at the general meeting that is usually held in November or someone appointed by the member if he/she can not attend.
8. Qualifications to serve as a class spokesperson is to pull at least 50% of pulls in class representing and have paid membership to be eligible to set on board and vote. At any time during the season a class spokesperson does not meet qualifications; the duties shall fall to the elected alternate.

EACH PULLER THAT MAKES EVERY HOOK FOR THE SEASON IN YOUR CLASS WILL BE GIVEN AN ADDITIONAL 20 POINTS ADDED TO YOUR YEAR ENDING POINTS TOTAL. “NOT ALL CLASSES PARTICIPATE IN THIS RULE.”



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