

# *Ontario Truck and Tractor Pulling*

## General Rules

No person or group of persons have the authority to override the RULE BOOK to allow an illegal vehicle to pull in any class under any circumstances.

### **Event Procedures and Requirements:**

1. All pulls sanctioned by OTTPA using OTTPA's name, rules, point system, etc must purchase OTTPA insurance. Insurance must be paid on or before due date of that year to be a points pull. When event dates conflict the longest established event has precedence in class selection, on its traditional date.
2. The classes listed in the rulebook are the only classes sanctioned by OTTPA. Special permission must be obtained by OTTPA for any additional classes or variations of classes.
3. No pulls will be added as a points pull after the schedule has been printed.
4. The promoter is responsible for arranging for the grounds and all needed equipment for running the pull. Equipment needed for the pull include sled (pull back tractor if not self-propelled sled) tractor with track grading blade, packer, water truck, scales, tow vehicles, sound system, lights (if a night pull), fire extinguishers, seating and fencing for crowd control and lime and limer for marking track boundary.

### **Track & Pull Off:**

1. The minimum width of the track must be 30 feet (preferably 35 feet).
2. The pulling track length is 300 feet. A staging area for the sled (and pull back tractor) plus a safety run off area of 1/3 of the length of the pulling track is required (approx. 420 to 450 feet).
3. A minimum of three 20 lb fire extinguishers compatible to the fuels used must be readily available at the track area.
4. No one is allowed on the track except the contestant and persons needed to operate the pull.
5. All spectators must be a minimum of 15 feet back from the edge of the track.
6. The pulling track must be maintained and packed with an adequate amount of moisture in the track to control dust. Water is not to be added during the pull without the approval of the Track official.
7. Riders are not allowed in the pullback tractor, track maintaining equipment or tow vehicle.

8. The track should be clearly marked for 300 feet. Any puller going past the 300 feet will be in a pull off. Any test puller that pulls past 320 feet will automatically cause a weight transfer reset.
9. In a pull off each puller will hook in the order that they pulled in the original class line up. No dropping of positions is allowed in a pull off.
10. If the Track Official believes that an error has occurred in the sled setting the class may be restarted. In this case the first puller may come back first or drop to last pulling position.
11. In a pull off a floating finish will be used for all competitors.

### **Weigh In / Registration**

1. A pulling vehicle may be entered in a maximum of two classes, but only once in each class during an OTTPA sanctioned pull.
2. No mixing of classes.
3. Drivers must be at least 16 years of age. If under 18 years of age, driver must have a parent's written consent.
4. All pull positions must be drawn not assigned. The process must be done for each class.
5. Classes in a given event will be run in that event, but not necessarily in the posted scheduled order.
6. Entries cannot be added once a sanctioned class has started.
7. All drivers must be members of OTTPA. Memberships will be sold at the pull or by contacting the OTTPA Secretary.
8. The universal numbering system for each class is as follows: the first digits in the number are the upper limit of the weight class and the last digits signify the order of pull. For example: number 9501 - 9500 is the weight class and the number 1 signifies the first puller.
9. All pulling vehicles must be weighted prior to or immediately following competition with the driver seated on or in the pulling vehicle. The maximum weight per class includes both the pulling vehicle and the driver.
10. All pulling vehicles must be in a staging area when weighted and not return to the pit area.

### **Points:**

1. The first place vehicle receives a total of 20 points. Each subsequent placing vehicle will then be

awarded one less point. These points are to be calculated by the Secretary of OTTPA. Points go to the pulling vehicle, not the driver. It is the responsibility of the puller to register the vehicle under the owners' name.

2. Any vehicle that hooks up to the sled and makes a measurable pull (one inch or greater) will receive points for that class.
3. Tie breakers for year end points will be the highest number of wins, seconds, or thirds.
4. Points are added to determine the year end points champion. Year end points champion trophies and plaques are awarded at the annual banquet. A class must be held at three different events to be awarded plaques.

#### **Track Officials:**

1. The Chief Track Official (or his appointee) and one assistant will be in attendance at every OTTPA sanctioned pull. He will have the authority to enforce all rules and to inspect any pulling vehicle at his discretion and convenience.
2. The decision of the Track Official is final and shall not be appealable. This does not prevent the Track official from reconsidering any decision at no liability to himself. Track Officials operate with the full support of the OTTPA Executive and the Association membership.
3. The Track Official duties include instructing the flagmen and the two people hooking and unhooking the vehicle to the sled as to their duties. Safe procedures are of prime importance.

#### **Pullers' Procedures:**

1. No pulling vehicles are to be left running while unattended by the operator. Operators must be in the seat of the pulling vehicles at all times when the vehicle is running.
2. No riders are allowed in or on pulling vehicles while pulling or in the track area.
3. A puller may have the sled spotted on the starting line wherever he desires. The puller must notify the pullback tractor or sled operator in sufficient time to have the sled spotted before the sled returns to the starting line from the previous pull. If the proceeding puller moves the sled a measurable amount, the next puller may have the sled relocated prior to his first attempt.
4. The first contestant of each class will be the test puller and at the completion of his or her pull may elect to pull again in third or last position. If a driver elects to do this, their first pull will not be counted. All decision on re-pulls must be made before the pulling vehicle leaves the track once given the distance of pull. There will be no test pulls in pull offs.
5. The contestant must pull at position drawn within 3 minutes of the time the sled is ready. If a puller

has a mechanical problem he must drop to the last position. (Rule called by Track Official).

6. All sanctioned competitors are required to wear a minimum Snell 2000 approved helmet.
7. All pullers in vehicles with roll cages must wear a complete fire suit (minimum requirements - single layer fire suit, fire boots, or leather work boots). Suit must be kept clean, oil free and in good repair.
8. All vehicles must be in neutral or park (transmission selector) while being hitched and unhitched. The driver must raise both hands while hooking and unhooking.
9. All pulls shall operate with 2 flagmen on the left hand side of the track. The starting flagman will be responsible for the readiness of the track, pulling vehicle and contestant. The second flagman will be responsible for the balance of the course under guidance of the Track Official.
10. All pulls must be started from a tight chain and then the raising of the green flags by the flagmen.
11. Pulling vehicles must stop immediately upon signal from the flagman. The signal will be the raising of the red flag by the flagman located alongside the edge of the track on the left hand side of the pulling vehicle. The pull will be considered over when the forward motion of the sled stops.
12. Each contestant will be allowed two attempts to make a measurable pull. An attempt is defined as moving the sled a measurable distance (one inch or farther). If the driver lets off of the throttle before the 100 foot on his first attempt, a second attempt will be granted, even if the vehicle rolls beyond the 100 foot mark. If no attempt is made to back off the throttle a second attempt will not be granted with the exception of pull offs.
13. There will be no floating finishes unless as a last resort the Track Official sees necessary (imminent weather threat or improper track conditions). Pull offs are considered automatic floating finishes.

#### **Vehicles:**

1. All vehicles are subject to an inspection. Refusal of an inspection bars the vehicle from pulling until inspected.
2. All pulling vehicles must have working brakes and steering systems without any defects.
3. Hitch point must be visible and clear for sled hook up.
4. The hitch must be rigid in all directions and solidly mounted to the vehicle frame. All measurements are taken from the ground to the highest point of the hitching device.
5. "D" Hitching Device: The diameter of the square or oval hole is a minimum of 3 3/4 inches with a maximum of 3 3/4" round at the longest measuring point of the hole. From the rear point of the hole to the rear point of the hitching device is a maximum of 11/2 inch. In all pulling vehicles over 9000 lb if the

'D" hitch is bolted it must be fastened with two bolts. Bolts are to be grade 8 or better, size 1" inch primary (rear), 3/4 inch secondary (front).

6. Tractors using a hammer strap hitch must use an adapter plate (double hitch). The sled hook must be in a vertical position to be able to pull.
7. All weights must be securely fastened on brackets and NOT in the cab or on the platform (no chains). The weights must not obscure the forward or rear vision of the driver. Weights must not restrict access to the operator station.
8. The introduction of any secondary pressurized fuels and/or gases is not allowed to the engine.
9. No fuel in the cab. All vehicles must have a 2 lb fire extinguisher compatible to the fuel being used and be convenient to the driver
10. Ignition type engines must use an electrical ignition kill switch. Diesel engines must use an air shutoff system. Runaway protection hook ring must be located in the centre rear of the vehicle, above the point of hitch. The hook ring must be a minimum of two inches in diameter.

#### **Causes of Disqualification:**

1. Pull vehicle is not operated in a safe manner at all times while on the grounds.
2. OTTPA has a zero tolerance for the use of alcohol or illegal narcotics. No puller, track crew, official or pull volunteer may be under the influence of alcohol or illegal narcotics prior to pulling. No alcoholic beverages in the track area.
3. Out of bounds - This is described as any part of the pulling vehicle touching the white boundary line.
4. Loss of ballast under the green flag (exception of belts)
5. If a Track Official refers a complaint of unsportsmanlike conduct (profane language or threatening behaviour, harassment, etc.) to the OTTPA Executive and the puller(s) and/or pit crew is found to be in fault, then all accumulated points will be forfeited and he/she will be suspended for the rest of the pulling season. Further disciplinary actions will be up to the discretion of the OTTPA Executive. Any threat(s) uttered to OTTPA members or Executive will result in the immediate loss of OTTPA membership for one year to the day. OTTPA has the right to refuse membership to anyone guilty of past unsportsmanlike conduct.
6. Any contestant may protest another puller's vehicle or the puller by depositing \$100.00 with the President or Track Official of the OTTPA by the end of the class (deposit must be received before protest is investigated). If the puller's vehicle or puller in question is legal the deposit is forfeited to the puller questioned; if illegal the protester will get the deposit back. All protests must be made in writing, signed and submitted and signed within one hour of the class being protested. The protest must clearly define

three items - Who is being protested, what is the subject of the protest is (limited to one item per protest) and who the protester is.

7. Excessive loss of liquid by a pulling vehicle while under the green flag during a contest on the track unless due to internal breakage. Excessive is defined as a steady stream discharge as determined by the Track Official. OTTPA Track Officials have the right to stop any pulling vehicle losing fluid excessively from entering the track and prior to a pull.

8. The use of illegal equipment or illegal fuels.

9. Leaving the starting line under the red flag.

10. Vehicles or pullers disqualified by rules # 1, 2, 5, 6, 8 or 9 will not receive points. Vehicles or pullers disqualified by # 3, 4 or 7 will receive last place points. In a pull off the vehicle will drop to last place points in the pull off.

#### **Rule Violations:**

1. Any first time violations will result in disqualifications from that event (exception - RPM).

2. A second time violation for the same infraction will result in a season long suspension. Exceptions to this rule are crossing boundary lines, RPM, exceeding speed limit, loss of ballast, or liquid.

#### **Inclement Weather:**

1. A session of pulling will be called a complete show if one half of the sanctioned classes have been run.

2. Any class cancelled after one half (1/2) of the scheduled entries have pulled shall be considered a completed class for establishing if one half of the classes of a session or event have run. Points and money to be split evenly.

3. The Officials at the event (promoter, event director and Head Track Official) shall determine if and when an event shall be stopped because of inclement weather or track conditions.

4. If a rained out class is rescheduled on a date other than the originally scheduled pull date, points will be given accordingly if the rain date was part of the OTTPA schedule.

5. If a session is cancelled prior to start time and promoter retains no ticker revenue, competitors will receive no compensation.