

Tri-State Truck & Tractor Pullers

RULES FOR 2009

General Rules

Membership will be **\$100.00** per vehicle (tractor or truck) and **\$25.00** for each driver to cover insurance. Entry fee: Members **\$20.00** per hook and non-members **\$100.00** hook fee per event.

1. Each puller will be allowed two attempts to make a measurable pull within 100 feet. Moving the sled a measurable distance (one inch or farther) is an attempt. If vehicle breaks within 100 feet you may drop to last. You then have one attempt to move sled. On his/her first attempt, if competitor lets off on the throttle before going 100 feet, said competitor will get a second attempt, even if he went beyond the 100 foot mark. If no attempt is made to let off the throttle, no second attempt will be granted. Note: Intent is for driver not to slam on brakes to stop before 100 foot mark (or at any time), but to come to a smooth, safe stop.
2. All vehicles are subject to random inspection during the season.
3. On option hook: **Puller may take his first hook; he may rehook immediately or drop to last position in class. Puller must notify official before leaving the track.**
4. Helmets and fire jackets must be worn in all classes. **Helmet strapped** and fire jacket zipped while on the track. 1st time warning. 2nd time DQ. 1 warning per year. Helmet with rating of snell 90 or better, fire pants and gloves in all classes required.
5. All trucks and tractors are required to carry a working 2 ½# fire extinguisher at all times.
6. No shorts allowed during pulling or while working as an official.
7. Whatever the weight class is set at, that's what the weight is. You can weigh less but not more.
8. No cast iron flywheels. (All members must sign a statement that they are running a steel flywheel and steel clutch components.
9. No clamp on hubs, all tractors must have steel weld on hubs. (With the exception of the cockshut and Massey solid one-piece hubs in the V-8 class only).
10. All diesel style vehicles shall have: Air shut off, operable from the rear of the tractor and operable from the drivers seat
11. All ignition style vehicles shall have shut off for ignition and a shut off for electric fuel pump(s) with kill switch operable from the rear of the tractor and operable from the drivers seat
12. Floating finish to be decided by track official at each pull with a max float of 330ft. 300 ft track per show. Stay in bounds straight line to cone mark. 310 ft maximum- with one set of cones at the 310 mark. Past 300' without track markings you are not out of bounds.
13. Tri-State rules apply—if ever caught being illegal all points are taken away and the vehicle and driver are banned for 3 consecutive pulls. Caught a 2nd time vehicle is banned for 1 year and 10 days. Being illegal is anything that is a performance violation.
14. Puller can enter any two (2) classes that they are eligible for.
15. Before any money or points are awarded the board will decide all controversies.
16. When vehicle motor is running someone must be in the drivers seat at all times in the pits or on the track.
17. Grounds for disqualification: losing safety equipment off vehicle, unsportsmanlike conduct either by competitor or member of his crew, losing weights, or out of bounds.
18. No entry fee money is given back after the class has started.
19. All tractors must have wide front end.
20. All vehicles (truck or tractor) must have a working back up light.
21. The appearance of all vehicles should be physically presentable, and also in good mechanical condition to uphold the Tri-States Truck & Tractor Pullers reputation.
22. New Procedure for scaling. **NO** scaling before the previous class is all scaled. No pre-scaling within ½ hour before pull starts.
23. No riders of any age shall be allowed on a vehicle when it is being towed or driven. No rider on any vehicle in pit, track, or adjacent areas. This includes tow tractors or competing vehicles.
24. No vehicle allowed to start in gear. Must have a working neutral start switch.
25. The decision of the track official shall be final.

26. Spillage on track will be judge's discretion. One warning to be given. Breakage not included. Recommend catch can for blowby.
27. Flagmen: 1. sled green light. 2. 2nd finish line flagman green flag. 3. 1st start line flagman green flag. No attempting to pull until 1st flagman is green.
28. Starting flagman shall be responsible for readiness of track, pulling vehicle and competitor.
29. Second flagman shall be responsible for balance of course.
30. The flagmen shall work for an entire class to assure consistent and equal treatment for all competitors in the class.
31. Drivers meeting 15 min. before pull starts. Prize money will be handed out at the next pull.
32. Seat belt or 5 point harness required to be used in all pulling vehicles. If roll cage is used 5-point harness required.
33. Alcohol or drug use is not condoned at Tri-State Truck & Tractor pullers events.
34. With scale problems, use of certified count of weights will be used. (For emergency situation only with board approval).
35. To have voting rights on rules you must have a paid vehicle membership and pull at two (2) Tri-State events. If you were a 2008 paid member and you hook one time in 2009 and break you retain voting rights for 2009.
36. Any verbal warnings will be keep track of at the secretary's desk.
37. Competitor must pull at position drawn within three minutes of time sled is ready. Delay will mean disqualification. If track official is notified prior to competitor's time slot, he will drop the competitor's position. This will constitute one of his two attempts. A competitor may do this only once per class. The last competitor in class also only has 3 minutes to hook and make an attempt.
38. The sled will be propelled down the track with the weight box moving up at least three times at the beginning of each event to condition the track.
39. Any competitor or crew member attempting to sway the decision of any official by talking to the official, sled operator, or the promoter, is subject to disqualification from that class.
40. When unscheduled or unsanctioned classes or events are added to those already scheduled, the scheduled classes will start on time.
41. All pulls must start with a tight chain.
42. Jerking on the chain to cause slack in the chain will be grounds for disqualification.
43. Each competitor has the privilege of, and the responsibility for, spotting the sled for both of his attempts.
44. Pull back tractor operator/sled operator must be notified of where competitor wishes sled placed.
45. Use of crew members is recommended to expedite the show.
46. No official pull may be started beyond the starting line, nor in back of the starting line. All sleds must be started in gear and with front of sled pan even with starting line.
47. Sled pan must be within boundary lines at start of pull, with chalkline to constitute track boundary.
48. If a vehicle is legal when hooked to the sled and breakage occurs while under the green flag, the pull will be measured.
49. When disqualified in a class less than full, a competitor will receive hook points and place points and purse for last place.
50. If more than one competitor is disqualified in a class less than full, all those disqualified will split the last places, points and purse evenly.
51. Any vehicle that hooks to the sled and makes a measurable pull shall be considered to have made an official hook even if the sled is reset and the vehicle cannot hook.
52. Only when the original mechanical method of starting fails to work, will tow starting be authorized.
53. Pulling vehicle must be able to drive onto the track and back up to the sled at the starting line, unhook, and drive off the track on their own power, unless breakage occurs while under the green flag.
54. Class Restart: If the class is restarted, competitors having pulled previously have the following options: May hook immediately or may drop to last. It is the competitor's responsibility to alert the track official of his/her decision.
55. If the first five vehicles in a class make a full pull, the class will automatically be started over except that a class cannot be restarted due to sled setting, if one-half of the class has already hooked. On any re-pull caused by a contest malfunction, the competitor may either re-hook immediately or drop to last.

- 56.** All decisions on re-pulls must be made before the vehicle leaves the track.
- 57.** Any disqualification on the first attempt bars a second attempt unless the class is restarted.
- 58.** Test Puller and Options: The competitor pulling in first position as determined by draw at time of entry is considered the test puller. He may take his first pull, provided the weight transfer is deemed right, he may immediately take his second pull or he may drop and pull in last position.
- 59.** Only the test puller and only on his first attempt will he/she not be disqualified or measured for running out of bounds. All other reasons for disqualification apply. On all subsequent attempts the “running out of bounds” disqualification rule will apply.
- 60.** If the weight transfer needs further adjustments, the competitor immediately following each adjustment will be considered “the test puller.”
- 61.** Pull-Offs – will follow NTPA rules.
- 62.** Inclement weather – will follow NTPA rules. Pg 74-75