

Section I

General Information

Safety

At every NSPA sanctioned event, safety is the name of the game. The sport of truck and tractor pulling has more brute horsepower than any other motor sport in the world. With machinery this powerful, the aspect of safety cannot be overemphasized. There are many different types of safety equipment required, and this equipment will appear on many different areas of the vehicle. NSPA will not operate any pull nor allow any vehicle to operate at which a safety hazard is posed to anyone. Safety is everyone's responsibility. The promoter, puller, spectators, and NSPA officials must work together to ensure the safety of all involved.

Pulling Divisions and Classes

NSPA offers seven divisions of pulling competition:

Pro-Stock 4x4 Pickup

Modified 4x4 Pickup

Two Wheel Drive Pickup

Super Stock Tractors

Modified Tractors

Super Farm

Stock Semi

Modified Semi

Diesel Pickups

Pro-Stock 4x4 Pickups are developed using readily available parts and equipment and give the competitor a feel for the sport.

Modified 4x4 Pickups are some of the most powerful single-engine competitors in the sport. Some of these machines can produce in excess of 1,200 horsepower and are one of the crowd favorites in the sport.

Two Wheel Drive Vehicles can be pickups or T-buckets that meet truck rules. Crowds love to hear the ground-thumping horsepower and the thrilling "wheelies" these vehicles tend to display as long as they follow all truck rules.

Super Stock Tractors bring spectators back to their farm roots. While these tractors maintain a "stock" appearance, they are anything but stock in performance terms. Some tractors develop almost 25 times their factory-rated horsepower using the "stock" equipment. These tractors come in two varieties—alcohol (no smoke) and diesel (smoke).

Modified Tractors come in many shapes, sizes and configurations. Modified tractors can have Hemi's, Pontiacs, aircraft engines and more. This class is the only class in our association that can run multiple engines, and the "tractors" have very few design limitations. Some modified tractors can produce 8,000 horsepower when pulling!

Super Farm slightly modified, see Super Farm Stock classes.

Diesel Pickups: see Diesel Pickup classes.

Stock & Modified Semis: see Semi classes.

Official NSPA Class Weights:

Pro-Stock 4x4 Pickup-----	6,200 pounds
Modified 4x4 Pickup-----	6,200 pounds
Two Wheel Drive Pickup-----	6,200 pounds
Hot Farm Tractor-----	10,000 pounds
Modified Tractor-----	7,200 pounds
Super Farm-----	8,500 pounds
2.3 Diesel-----	8,500 pounds
2.6 Diesel-----	8,000 pounds
3.0 Diesel-----	7,800 pounds
Super Street Diesel-----	7,500 pounds
Stock Semi-----	20,000 pounds
Modified Semi-----	20,000 pounds

All official weights include the driver and vehicle with oil, water and fuel, ready to compete. All drivers must be in their vehicle when it is weighed in. These weights are maximum weights with no overage allowance permitted. In addition, vehicles must have a minimum of 200 pounds of moveable ballast weight.

Points Accumulation

1. 15 place points + 15 hook points = 30 points
2. 14 place points + 15 hook points = 29 points
3. 13 place points + 15 hook points = 28 points
4. 12 place points + 15 hook points = 27 points
5. 11 place points + 15 hook points = 26 points
6. 10 place points + 15 hook points = 25 points'
7. 9 place points + 15 hook points = 24 points
8. 8 place points + 15 hook points = 23 points
9. 7 place points + 15 hook points = 22 points
10. 6 place points + 15 hook points = 21 points
11. 5 place points + 15 hook points = 20 points
12. 4 place points + 15 hook points = 19 points
13. 3 place points + 15 hook points = 18 points
14. 2 place points + 15 hook points = 17 points
15. 1 place point + 15 hook points = 16 points

Points are calculated from January 1 until December 31 each year.

Tie Breaker (End of Season)

If the end of the season points race results in a tie, the following formula will be used to break the tie. Ties will be broken by using the greatest number of first place finishes at events counting toward that

position. If a tie still exists, second place finishes, third place finishes, fourth place finishes, and etc. will be counted until the tie is broken.

A competitor may rebuild mid-season and retain previous points with the old NSPA membership as long as the person is not running his/her old vehicle on the NSPA membership.

All points are non-transferable. In the event of a sale of the vehicle, points cannot be transferred to the new owner.

Eligibility

1. All contestants competing in any pulling contest sanctioned by the NSPA must be a current paid member of the NSPA.
2. Contestants must be **at least** 18 years of age, or **at least** 16 years of age with parent or guardian written consent.
3. All vehicles must prominently display the NSPA competition number on the back of the vehicle.

Entry Procedures

1. The entry site will open a minimum of three (3) hours prior to the start time of the event, and the entry clerk shall make himself/herself available for one (1) hour after the end of the session.
2. Upon arrival at the event, all competitors must immediately go to the entry site.
3. The competitor must present current NSPA membership information to the entry clerk.
4. Competitors who are not current NSPA competing members will be able to pay their membership fees at the time of registration.
5. The entry officials have the authority to refuse return of entry fees and to revoke pit passes for any competitor if the entry official believes the competitor has fraudulently violated the entry procedure for monetary gain.
6. Entries close 30 minutes prior to the schedules start of a session.
7. A competitor may enter late with permission of the presiding official. An event official must be notified of competitor's intentions to compete before the close of entries to be eligible for late entry.
8. Each vehicle may be entered in one class, and only one class.
9. All contestants will draw for their pulling position at the time of entry.
10. Classes in a given session will be run in that session, but not necessarily in the posted order.
11. If a puller breaks in a previous class and cannot make the pull order in the next session, the puller may check with the track official for extra time. It is the track official's decision whether or not to allow the puller to drop positions.
12. An approved late entry may drop positions. If the drawn position has been pulled or is being pulled at the time of entry, the vehicle may drop six positions or to last position if six positions do not remain to be pulled. This drop must be approved by the presiding official.
13. There will be a designated area set up by the pull track officials for a tech area. All vehicles will be routinely teched and officially weighed.
14. The tech inspection areas are open and closed the same hours as the entry site.
15. Drawbars are to be checked no sooner than three vehicles prior to hooking to the sled.

16. The area to measure the hitch heights will be cement, asphalt, wood, or graded and packed dirt. The area must have the event official's approval before use.
17. To scratch a vehicle and receive a refund of entry fees, the vehicle must be broken and unable to compete. The competitor is required to notify the entry clerk of his/her withdrawal prior to the start of the class. The refund of entry fees will make the competitor ineligible for hook points. If the entry clerk is not notified of the withdrawal prior to the start of the class, no refund of entry fees will be given.
18. Once a puller has scratched from a class, he/she may not re-enter that class for that session.
19. Any puller who breaks on the grounds will receive hook points for the class entered provided he/she does not request a refund of entry fees. Also, the puller who breaks will not receive any purse money unless there has been an honest attempt at a pull (tech official's discretion) by the vehicle in that respective class.
20. Once a puller has hooked to the sled, whether he/she can make a measurable pull or not, he/she may not be refunded entry fees for that class.

Exhibition Vehicles

1. All vehicles participating in or exhibiting at NSPA sanctioned events and hooking to sled must meet all NSPA safety requirements outlined in these rules.
2. For safety and insurance reasons, all vehicles exhibiting at NSPA sanctioned events that do not meet current safety requirements outlined in these rules must perform before or after the NSPA event.

Operation of the Contest

1. Pulling vehicles must be operated in a safe manner at all times within the confines of the track, pits, and staging areas. Event officials have the right to stop and disqualify any vehicle if it is not being operated in such a manner as would be considered safe.
2. Operator must remain seated during the pull and must have complete control of the vehicle at all times.
3. Only the driver will be allowed on the vehicle when it is being towed or driven. No riders are allowed in or on any vehicle in the pit, track or adjacent areas, including tow tractors, competing vehicles, tow back and maintenance equipment of any kind.
4. No consumption of intoxicating substances by puller or pit crew while on promoter property is allowed. The promoter property includes pit areas, competition areas and staging areas. This rule applies to everyone in the pit area, including members, pit crew, pit pass holders and spectators while in the pit area.
5. Unprofessional and/or unsportsmanlike conduct (including but not limited to abusive language and/or physical action toward event official ((s)), fellow competitor(s), or spectator(s), or the deliberate delay of the event) will be just cause for a minimum penalty of total disqualification from the event. Disqualified competitors will lose any prior placings, prize monies, contingency monies, points, and/or event awards at that event.
6. In order to receive NSPA performance points, the contestant must hook and have a reasonable attempt at a pull. If the vehicle breaks on the ground, the competitor will receive only hook

points for that class he/she is registered in prior to breaking. No prize monies for non-hooked pulls will be awarded.

7. All pulls must start with a tight chain. Contestants will be allowed a total of two (2) attempts to start the sled. If the driver lets off the throttle before the sled passes the 100' mark, he/she will get a second attempt, even if the sled ends up past the 100' mark. If no effort is made to back off the throttle, no second attempt will be given. Jerking of the sled by backing off the throttle will be considered grounds for disqualification by track officials. Track officials will use their own judgement on this call.
8. Each contestant has the privilege of, and the responsibility for, spotting the sled for both of his/her attempts. Pull back tractor operators/sled operators must be notified of where the contestant wishes the sled to be placed when the previous contestants unhook from the sled. Use of another crew member is recommended in spotting the sled in order to expedite the show.
9. The sled will be towed back/driven back or forward to the starting line before each attempt. No official pull may start beyond the starting line in either direction. All sleds must be positioned so the front of the pan is even with the starting line, and the sled must be in gear before the contestant will be allowed to tighten the chain.
10. All pulls made during the contest will be measured to the nearest inch to the location where the most forward part of the sled's pan stops, either with a manual measuring crew or a mechanical device (i.e. laser, GPS, etc.)
11. Violation of any rule shall be just cause for disqualification.
12. Pulling vehicles must remain within the boundaries of the contest course during a pull or will be disqualified. The sled pan must be within the boundary line at the start of the pull. The chalk line is to constitute the track boundary.
13. Excessive loss of liquid by a pulling vehicle while in forward motion under the green flag during a contest on the track will be cause for disqualification, unless the loss of liquid is due to internal breakage. Track officials will have the final call on determining internal breakage. Excessive is defined as any steady or intermittent stream discharged on the track or a spot equivalent to more than eight inches in diameter.
14. If a vehicle is legal when hooked to the sled, and a breakage occurs while under the green flag due to unforeseen circumstances, the pull will be measured, unless the vehicle losses ballast or safety equipment.
15. When disqualified in a class less than full, a driver will receive points and purse monies for the last place awarded. If more than one driver is disqualified in a class that is less than full, all those disqualified will split the accumulated last place points and purse evenly.
16. Only when the original mechanical method of starting a vehicle fails to work will tow starting of that vehicle be authorized. Such towing shall only occur on the track with a tow bar (no chains or ropes allowed).
17. All pulling vehicles must be able to drive on the track and back up to the starting line under their own power. The vehicle must also be able to back up to the sled to unhook the chain, and then drive off the track under its own power unless breakage occurs at the event. Failure to do so will be cause for possible disqualification.

18. At any NSPA pull, it is mandatory for all drivers to attend any particular driver's meeting which may be called by the promoter and/or NSPA officials. With the exception of entry qualifications, all invitational pulls will be conducted under the same rules as all other NSPA sanctioned events.
19. No one is allowed on the track except for the track officials and the contestant when the vehicle is under the green flag. The track is defined as the area within 35' of any direction of the contest course boundaries, including a run-off area at the finish end of the track. At all times during competition (from the time the session starts until the session is deemed finished), there will be limited access to the track area at the discretion of the track official.
20. All pulls shall operate with two flagmen. The starting flagman will be responsible for the readiness of the track, pulling vehicle and contestant. The starting flagman will position himself/herself at the 100' marker, and shall be responsible for alerting the second flagman in the event of a sled malfunction. The second flagman will be responsible for the balance of the course. The same flagmen work for an entire class to assure consistency and equal treatment of all competitors in that class.

Weighting and Drawbar Measuring Procedures

1. All official weights include the following: Driver, vehicle with oil, water and fuel (ready to compete), and minimum 200 pounds of movable ballast.
2. No vehicle that exceeds the class weight will be allowed past the scales. Weight limits are absolute weight limits-no adding of fuel or weights is allowed unless the vehicle is reweighed. Violation of the scale procedures is just cause for disqualification and forfeiture of placing, points, and prize monies/awards.
3. All drawbars will be measured at least three vehicles prior to hooking. After that time, the drawbar cannot be altered except for the minimum 200 pounds of the weight moved in either direction. Absolutely no air pressure is to be altered in the tires unless the drawbar is remeasured.
4. If a puller should move more than 200 pounds forward from the rear of the vehicle, the drawbar must be remeasured before pulling.
5. Drawbar can be remeasured after the pull at the discretion of the track official.
6. Air shock type devices are allowed on the vehicle as long as there are no lines or controls going to or from the devices to the operator's compartment.
7. A pulling vehicle must cross the scale before each class.
8. Weighing out is at the discretion of the track official.

Test Pull and Options

1. The first position puller will be the test puller and may take the pull if the weight transfer settings and operation are deemed correct. If the competitor does not take his/her first pull, he/she may immediately pull again, or drop to the sixth position. Sixth position is defining as the position immediately following the next five competitors and their attempts. If there are not six competitors remaining in the class, the competitor will drop to the last position in the class on the test pull option before leaving the track. Once the vehicle has left the track, no re-pull will be given.

2. The first position competitor is not to be disqualified for running out of bounds on the first attempt ONLY. He/she can repull immediately or drop to the 6th position. All other reasons for disqualifications apply. The competitor will be disqualified in the second/subsequent attempts if he/she goes out of bounds during that attempt.
3. If the weight transfer needs further adjustment, the first competitor after each adjustment will be treated as the test puller and have the rights and privileges as such.
4. If the class is restarted, all the contestants having pulled previously will have the option to drop six places or pull in the defined order. Only the first official hook in the class shall have the "test puller" option as defined in this rule book. In the cast of a restart, it is the competitor's responsibility to notify the track judge of his/her decision to drop six places or pull in the order given.
5. If the first two vehicles in a class make a full pull, the class will be automatically restarted.
6. A class cannot be restarted due to sled settings after the first 1/2 of the class has hooked to the sled.
7. All decisions on repulls are to be made before the vehicle leaves the track.
8. If a contestant must repull due to a contest malfunction, the contestant has the option to drop six positions to repull.
9. Any disqualification on the first attempt bars a second attempt, except as noted in Rule Test Pull & Options #2. Should the class be restarted, the disqualified puller will be allowed to pull in the position drawn.
10. Contestants must pull at position drawn within three (3) minutes of the time the sled is deemed ready. Any delay will result is disqualification. If the presiding track official is notified, he/she may drop a contestant having mechanical problems six (6) positions. This change is position would constitute one of the contestant's two attempts. This drop may only occur once per contestant per class.
11. If a contestant experiences mechanical problems during a test pull (before the first official pull), the track official may grant the competitor the option of dropping to sixth position.
12. A competitor will have the option of dropping six places if breakage occurs on the first attempt, if such breakage occurs prior to the 100' line. The contestant will get a total of two chances.
13. If the last vehicle in the class experiences mechanical difficulty, the contestant will be allowed a maximum of six (6) minutes to hook and make an attempt.

Pull-Offs

1. In a pull off, each contestant in his/her turn will be allowed two (2) attempts at a measurable pull.
2. The sled must be readjusted is the first contestant in a pull-off fails to reach 100' on an indoor track, or 125' on an outdoor track.
3. If the first contestant succeeds in making another full pull, all contestants must pull at that setting unless, in the track official's opinion, the sled operator has made an error.
4. Order of the pull-offs will be in the order in which the contestants made full pulls, unless there has been a sled setting change by the track official. No dropping of six positions in a pull off is allowed.

5. If a pull off is not run on the same track and the same sled or in the same session, the first competitor will have the option of taking the first pull or dropping six (6) places.

Inclement Weather

1. A session of pulling will be called a completed show if one half of the sanctioned classes have been run and all purse monies/awards for that session will be paid for all classes which are considered completed. Any class cancelled after two-thirds of the scheduled entries have pulled shall be considered a completed class for establishing the one half of the sanctioned classes.
2. Purse money will be paid to those classes which are deemed completed according to the results for those who have hooked. Those who did not hook in the class will share any remaining purse monies equally. Purse money for classes that do not compete will be divided equally at the time of cancellation.
3. If less than one half of the session has been completed and the promoter does not refund gate admission or honor rain checks, the promoter shall pay the purse to those entered in the cancelled classes on the same formula listed in the Rule Inclement Weather #2.
4. If less than one half of the session has been completed and the promoter does not refund gate admission or honor rain checks, the purse shall be paid in all completed classes. In classes where two-thirds or those entered have pulled, the purse for that class shall be paid to those who hooked according to the results. Those that did not hook will receive a refund of entry fees. For classes not started, the promoter shall return entry fees.
5. If less than one half of the session has been completed and the promoter does refund gate admission or honor rain check, all entry fees will be refunded for competitors who have not yet pulled.
6. The promoter and presiding official from NSPA shall mutually determine if and when an event shall be stopped because of inclement weather or track conditions.
7. In the event that a promoter adds unscheduled classes to those already scheduled, the unscheduled or rained out classes will be held following the scheduled classes, except for elimination. In this case, points classes will run first.
8. Inclement weather points (equal to hook points) will be given only to those officially entered in each rained out class. If a rained out class is rescheduled on a date other than the originally scheduled pull date, points will be given at the rescheduled pull (no inclement weather points will be issued).
9. Any class not completed for any reason will be treated as a rained out class.

Summary of Causes for Disqualification

1. Loss of ballast weight under the green flag.
2. Loss of safety equipment and/or failure of safety equipment to function while under the green flag.
3. Excessive loss of liquids (steady or intermitted stream discharged on track or a spot equivalent to more than eight inches in diameter) under the green flag.
4. Illegal fuel (nitromethane, nitrous oxide, other oxygen carriers, combustion accelerators, or any other fuel deemed illegal in class rules).

5. Vehicle traveling out of bounds from 0-300 feet when hooked to the sled, crossing over or touching white lines. Last place will be awarded to contestant.
6. Unsafe operation of competition vehicle.
7. Consumption of intoxicating substances by puller or pit crew.
8. Unprofessional and/or unsportsmanlike conduct including abusive language and/or physical action toward event official, fellow competitor, or spectator and/or deliberate delay of the event. This will be just cause for a disqualification.
9. Leaving the starting line under the red flag.
10. Knowingly violating and NSPA rule.
11. The decision of the track official is final and shall not be appealable, provided, however, that with a showing of reasonable and good cause, the track official may, without liability, reverse or revise his/her decision. Calls of judgement are not subject to appeal and will be final.

Violations

1. Violation of any rule shall constitute a suspension for 60 days and full tech of vehicle prior to return.
2. The track official will make a determination of violation of a rule and impose the prescribed penalty.
3. Unsportsmanlike conduct.
4. The member may protest the track official's decision to the Owners.

Protests

1. Protest Procedures:
 - a. Any NSPA member competing in a pulling event may protest the legality of another contestant's vehicle. Protests must be made in writing on forms provided by the NSPA and delivered to the track official with the allowed time limits.
 - b. Fuel Violation: Protest must be made before the vehicle leaves the pulling track (protest may be requested orally if forms filled out within 30 minutes of the oral protest).
 - c. All other violations: Protest must be made before pulling session or within 30 minutes after the vehicle leaves the pulling track.
2. The protest must specifically identify in detail the nature of the violation and be accompanied by the protest fee in cash in accordance with the fee schedule detailed in the NSPA rulebook.
3. The track official shall investigate and decide the protest as promptly as possible and shall inform the parties involved in the protest of his/her decision. The track official shall make and perform or schedule any appropriate inspections to determine the legality of the vehicle. During the investigation of the protest, the protested member/vehicle will be allowed to compete until a decision is rendered.
4. Protest Fee: (Must be paid at the time of the protest)
 - a. Protests required engine/vehicle tear down \$500
 - b. All other protests \$100

If the protest is sustained, the protest fee, less the cost of any required inspection, will be returned to the protesting member. If the protest is not sustained, the protest fee, less the cost of any required inspection, will be forfeited to the protested member.

5. Protest review: If either of the parties does not accept the decision of the track official, the written protest shall be forwarded by the track official to the Owners. The purse of the event involved will be escrowed as to any competitor who could be affected by the protests until a final determination has been made and/or time period for filing an appeal has expired. The protested competitor and protestor shall be notified in writing of the determination. The notice shall include the violation and the penalty imposed.
6. Appeals:
 - a. In order to appeal the decision of the track official, the appealing member shall make a written request for an appeal and deliver it to the Owner's office within 10 days of issuance of the written notice of the imposition of the penalty.

Inspection

1. Inspections will be performed as determined appropriate by the track official and the Owners.
2. On any spark ignited engines, the CID checker will be used on the winners of randomly drawn classes. If the winner is found to be illegal, the next placing vehicle will be checked. The winner will have the option to disassemble his/her engine. If found to be illegal, he or she will be banned from NSPA for one year
3. For fuel checks, the track official will take samples as appropriate and test the samples in site when possible. An additional sample will be taken, sealed and promptly checked.

Voluntary Compliance

Each competitor expressly agrees, by remitting membership funds and entering in at event, that by entering a NSPA sanctioned event that:

1. For any dispute concerning any event, the rules of the NSPA, or any decisions of the NSPA official, the dispute shall be resolved pursuant to the procedure provided in the NSPA rule book.
2. The rules of the NSPA and any decision of the track official or NSPA Owners are binding.
3. The competitor will subject his/her vehicle to any inspection determined necessary to ascertain the legality of the vehicle. The competitor will release and waive NSPA from any liability relating to the rules contained in the NSPA Rule Book or the conduct of a pulling event.

Sleds

All sleds must be NASOA licensed and must prominently display a decal denoting the date of approval and licensing.

For complete rules concerning sleds, contact:

Jeff Solley
364 Menedict Lane
New Galilee, PA 16141
jhsolley@windstream.net

Member Expectations

1. Any and all complaints, problems or suggestions need to be directed to the NSPA Executive Board, or one of its owners. Members are asked to address the issues before or after the scheduled events, and the Owners will handle the issues appropriately. Members are asked to refrain from delaying the contest with issues.
2. Sled operator, tech official and sled transporter are the only persons to make decisions on their duties and their decisions and actions are final. No interference will be tolerated.