

Midwest Pullers Association Rules.

All members and participants must comply with their class rules and the following:

Rules:

1. Competitor shall be 16 years of age with a valid driver's license and parent/legal guardian must sign a waiver if under 18 years of age.
2. Front weights not to exceed 60 inches from the centerline of the front axle.
3. Hitch length minimum of 36% of wheelbase and no more than 20 degrees of incline measuring from the hook point of the hitch. Also hook point must be rearward of the original stock location (bed floor) except where noted per class.
4. No welded clevis allowed.
5. Hitch height is 26 inches (except where noted). Hitch must be rigid in all directions. No trick or floating hitches. Measures from 1st solid point, clevis is not part of the hitch.
6. Hitch opening must be at least 3" x 3 1/2".
7. At least 50% of the front and rear tires must track inline.
8. No nitrous oxide or pressurized fuels with exception of factory injected vehicles.
9. You pull as you weigh no rearranging of weights or any adjustments can be made after weigh in with the exception of Mod 2wd and tractors. (Mod 2wd and tractors may move weights after weighing in (Example: from front to back / back to front.)
10. Weights MUST NOT BE REMOVED OR ADDED AFTER GOING ACROSS THE SCALE for ALL CLASSES.
11. All weights listed are with the driver in the truck.
12. If changes are made after weighing in, the truck will be disqualified.
13. Every truck will be weighed, and the hitch will be measured before each pull.
14. If any weight falls off the truck or touches the track during the pull you will be disqualified.
15. If any part of your truck goes out of bounds during the pull you will be disqualified.
16. Any truck disqualified will lose their entry fee.
17. Electronic traction control devices and/or ignition boxes are not allowed. Ignition boxes that can be programmable with a computer for timing curves cannot be used.
18. Puller must be on site and inspected before their class begins.
19. Truck must pull in its assigned position within 3 minutes of class called. Officials may reposition.
20. First puller of each class has the option to re-pull in the last position. Decision must be made before the vehicle pulls away from the track.
21. Each puller will be allowed two attempts to make a measurable pull. If the sled moves past 100 ft. the puller's distance will be official.
22. Once a truck reaches the 300ft mark, there will be no out of bounds.
23. Vehicle can only pull once in each class for payout and points (if applicable). The vehicle may pull a second time, but it will be an exhibition pull only. No point or payout for the 2nd pull.

24. Eligible vehicles that can compete in more than one class are encouraged to do so. You can only receive points in the class that you are a full member of. If you want to pull in two classes for points, you must have a full membership in each of the classes. You may only pull in a second class once and then a full membership must be bought for the second class.
25. Any odd or questionable modification must be approved by an official.
26. The drivers meeting will be 30 minutes prior to the scheduled start time of the pull. A fog horn will be used to signify the drivers meeting will start at location fog horn sounds.
27. The sign up table will close at the sound of the fog horn. Any driver given an exception to sign up late will pay \$40 per hook.
28. If pre-registered online, puller must still check in at the sign up table prior to the drivers meeting and attend the drivers meeting to be eligible to pull.
29. All vehicles must have their class designator and number on the passenger's side of the windshield. The class designators are: HS-hot street; SST-super street; SS-super stock; PST-pro street; HR-V8 hot rod tractor; SD-stock diesel; WS-work stock diesel; M2-modified 2wd; 2.6-2.6 diesel; PS-pro stock; PM-pro mod; HF-hot farm tractor; FS-farm stock tractor; TH-too hot to farm tractor; O-open.
30. Gasoline power additives containing nitro or etc are prohibited, these can be detected by the odor while running.
31. No traction control or digital/programable ignition boxes allowed in any class with the exception of the open class
32. **All decisions by officials are final, persistent arguing can be grounds for disqualification.**

General Safety Rules:

33. No batteries or fuel in the cab including gauges.
34. There must be a working fire extinguisher in the cab/on the tractor, and must be within reach of the driver.
35. Kill switch will have a 2" diameter ring to accept sled kill switch cable. It shall be located above and center of the hitch. It must shut off the engine and electric fuel pump.
36. Driver to wear a lap belt (Minimum).
37. Driver to wear fire suit (jacket/pants or 1-piece suit) & helmet (not required in Stock gas or Stock diesel classes).
38. Driver will abstain from alcohol before and during the pull.
39. Driver will not leave the vehicle running unattended.
40. Driver will operate the vehicle in a safe manner at all times. NO hot rodding!
41. Driver will take hands off the steering wheel and put them in the air while the sled is being hooked and unhooked.
42. No passengers in the vehicle while competing. The only exception is when the driver is 16 or 17 years of age and it is their first time pulling, they may have a parent, guardian, or approved person ride with them for instructional purposes only. No passengers will be allowed during any other pull.
43. Aftermarket electric gas fuel pumps in any class must have a kill switch located above and center of the hitch.
44. All trucks must have a working door.

45. All gas trucks must have inner fenders or shields with spark plug covers. Shields must be a minimum of 1/16" steel or 1/8" aluminum.
46. All u-joints must have a shield constructed from 1/4" thick steel or 3/8" aluminum. Each drive shaft will have at least one loop constructed from 1/4" thick steel or 3/8" aluminum.
47. Vehicle must have at least one working reverse light.
48. Vehicle must have a working brake system.
49. Vehicle must have a front tow hook for pull off purposes. The tow hook is not included in the 60" measurement if hanging front weights.
50. Any additional weight added must be secured.
51. NO additional weight allowed in the cab.
52. All classes require a kill switch with safety equipment.
53. All new trucks will be teched before going down the track.
54. **NO HOLLOW RECEIVER HITCHES ALLOWED.**
55. All persons entering the pit area will be required to sign a Waiver and Release of Liability, Assumption of Risk and Indemnity Form at the gate. Members and associate members do not need to sign at the gate if they show their membership cards.
56. Only paid members are allowed to drive pulling vehicles in a Midwest Pullers Association sanctioned event. They must comply with all Midwest Pullers Association rules.
57. All diesel classes two 3/8" diameter bolts installed through the exhaust pipe in a cross pattern as close to the turbo as practical.
58. All tractor classes must have ROPS.

Entry Fees & Winnings Money:

59. All classes will pay out to 3rd place.
60. Every class will pay out as follows:
 - 1st place - \$200
 - 2nd place - \$150
 - 3rd place - \$100
61. Entry (hook) fee per class is \$30.00.
62. All drivers must be checked in at the sign up table prior to the drivers meeting to be eligible to pull. The drivers meeting will take place 30 minutes prior to start time with the sound of the fog horn signaling the drivers meeting is starting. If an exception is given for a late sign up, the driver must pay a \$40 entry fee.
63. One Day Event Membership participants will pay a \$30 one day membership and the \$30 entry fee. This option is only available once. If a participant would like to pull at more than once event, they must buy a full membership to do so.
64. Full members and One Day Event Members will have to sign a Waiver and Release of Liability, Assumption of Risk and Indemnity Form along with a Clutch Certification Form to be on file for that current year. These forms will be attached to the membership form to be filled out at the same time.
65. Associate members will have to sign a Waiver and Release of Liability, Assumption of Risk and Indemnity Form to be on file for that current year. These forms will be attached to the membership form to be filled out at the same time.

66. Eligible vehicles that can compete in more than one class are encouraged to do so. You may only receive points in a class that you are a full member of. If you wish to pull in more than one class you will need to have a full membership in each. You may only pull in more than one class once before a full membership must be purchased for the additional class(s).
67. Membership dues are as follows:
 - Full Member purchased prior to May 15, 2024: \$200
 - Full Member purchased after May 15, 2024: \$250
 - Associate Member: \$100
 - One Day Event Member: \$30
68. All trucks are required to have a full membership or one day event membership associated with that truck in order to be eligible to pull.
69. Payouts will be ready for pickup at the next pull or will be mailed at the halfway point of the season and end of the season.
70. NO REFUNDS.
71. Drivers must show their membership card and driver's license when signing up/checking in at the sign up table.
72. Drivers will draw a number at random or one will be drawn for them to determine their pulling order within their class.
73. Two free admissions will be given at the pit gate to every MPA member (full or associate) when card is presented.

Point System:

74. There will be a points champion named each year for each of the classes.
75. The points champion from each of the classes will receive recognition and an award.
76. The point system is as follows.

1st place = 12 points

2nd place = 11 points

3rd place = 10 points

4th place = 9 points

5th place = 8 points

6th place = 7 points

7th place = 6 points

8th place = 5 points

9th place = 4 points

10th place = 3 points

11th place = 2 points

77. 1 point awarded to member competitors, with paid entry (Truck & driver must both be present at event).
78. Measurable distance must be made to receive last place points in the class.
79. Associate members cannot be recognized as point's champions.
80. If two individuals drive the same truck and they both want to run for point's championship in different classes, then they both must have full memberships.
81. If you own more than one truck, you will need a full membership for each truck.
82. The vehicle/owners/driver must have hooked at 51% of that seasons sanctioned pulls to qualify for the points championship at the end of the season.
83. If there is a tie for points, the championship will be determined by the total footage pulled for the season.
84. If there is a rainout for a pull, any point eligible vehicle that is present at the posted start time will receive 6 points for that event.

Association Operations:

85. There will be one vote per paid participating vehicle of the Midwest Pullers Association for the previous pulling season. The vehicle/owner/driver must have hooked at 51% of the sanctioned events to attain a vote on rules at rules meetings. Special consideration may be given to competitors who have suffered unusual circumstances.
86. Voting by proxy is allowed and must be submitted in writing.
87. Officers will include: President, Vice-President, Secretary, and Treasurer. Officers will be elected by a simple majority vote.
88. Board of Directors will include: One class representative from each class. Directors will be elected by a simple majority vote.
89. The Chairman of the Board will be appointed by the Officers.
90. In rules and organizational issues affecting the organization as a whole, the organization will vote as a whole on such issues with a simple majority deciding the issue. (One vote per competing member as stated above.)

Event Operation Rules:

91. The Midwest Pullers Association Officers, Board of Directors, and Track Officials will govern the operation of the event, and the enforcement of association rules, with their decisions being final. These designated persons have the authority to disqualify any contestant's vehicle that is being operated in an unsafe manner. This can be done in the pit or track area. The penalty for unsafe operation of any vehicle will be forfeiture of winnings, entry fee, and points at that event that the infraction takes place.
92. The track officials will govern the operation of the contest on the pulling track and any related disqualification assessed, with their decisions being final.

93. Midwest Pullers Association will appoint a flagman and that flagman will be the track official for every class.
94. The 1st contestant in each class does not have the right to turn down their pull due to disqualification for any reason.
95. In the event of a pull off, any disqualification rule applies, but the puller being disqualified will only drop to whatever last position in the pull off would be. EXAMPLE: If 2 trucks are in a pull off competing for 1st place and 1 is disqualified, the disqualified truck would receive 2nd place money and points.
96. In the event that the sled is responsible for the restart of a class, the 1st puller has the option of remaining the 1st puller in that class and is allowed to re-hook.
97. Contestants will be allowed to spot the sled. The sled will start at the same location on the track but can be spotted left or right per a marker (Cone, flag, etc.).
98. No excessive jerking will be allowed when starting the sled or during the pull.
99. There is no "out of bounds" after 300' unless stated otherwise by Officials in the drivers meeting at the event. However, Track Officials may stop the puller's attempt if a safety issue arises.