TTPA GENERAL TRACK RULES - ALL CLASSES

1. Disqualification, loss of points for the season, and a fine in the amount of $100.00, will be collected by TTPA for all general and safety rule violations, that is reported to or seen by any TTPA Officials. Puller cannot pull until the fine has been paid in-full and the pulling vehicle has been inspected by TTPA Tech Official and certified legal.
   a. A fine of $1000.00 will be levied for engine performance enhancement such as nitrous oxide, cubic inch, turbos, injection pumps, illegal fuels, carburetors, blowers, and ignition system violations. Suspension of membership for one (1) year and one (1) day from the day the fine is paid. All other rules still apply. The TTPA Board has the final ruling on all decisions.
   b. Penalty/Fine will be levied against the operator/owner of the vehicles and will pay the fine prior to pulling any of their vehicles. In addition, the puller will lose all generated points starting from the first pull of the season. Clarification to the word "vehicles". If an individual has more than one vehicle, and one of the vehicles is fined, to eliminate the possibility of the owner from parking that vehicle and not pulling it again, there by dodging the fine, the fine will follow the owner/operator to every vehicle and will be paid before pulling any vehicle that day or thereafter.
   c. A second violation for an identical previous rule in any 12 month period; will require an official of TTPA and at least two (2) Tech officials to determine guilt. If there is a determination of a second time violation for the same rule infraction, the penalty will be one (1) year from that date, disqualification and an additional $200.00 fine. Refer to rule # 1.
   d. Any Puller/driver found by a TTPA Tech Official, Board of Director, or Track Official will be fined $100.00 (see General Rule # 1). A flagrant rule infraction for safety, at a pull that day will be a fine of $300.00. All fines will be paid before being allowed to hook that day, or before any future hook.
   e. Fuel Rule Violation:
      - 1st offense - Verbal warning (Lifetime)
      - 2nd offense - Disqualified and announce to crowd of disqualification, a $200.00 fine and no pay or points for the day. (All Racing Fuel Classes Skip Rule #2 And Go Directly To Rule #3)
      - 3rd offense - General Rule # 1 - A applies
2. Verbal abuse toward any track official will not be tolerated. This means shouting, swearing, holding up the show or staging the above display in front of the viewing public. A verbal warning will be given, followed by a $100.00 fine if the person or persons persist. There will be fines imposed for pullers over heard uttering any type of profane or abusive language at the pull site at any time. The Board Members, Track Officials, Scales Tech, Tech Officials, and Registration Officials will decide what is profane/abusive. If at a pull, before said person has hooked and commits the rule infraction, three Board members minimum, have to agree to levy the fine immediately.

Therefore, the person committing the rule infraction would have to pay for it that day before being allowed to hook. This rule also applies to crew members!

3. All Members will participate in a Mandatory Field Tech Inspection of their pulling vehicle. Before hooking to the TTPA INC. Sled, all items on your class's respective inspection rule sheet will be checked, signed, and approved by your TTPA Tech or you will not be allowed to hook to the sled.
4. Pullers that are Paid Dues Members of TTPA INC. will be represented on the Board of Directors by the Person they have voted to the position of Divisional Representative per the By-Laws of the Corporation. You as Paid Dues Members are Associate Members of this Corporation and have no legal or natural voice as to its governing or policy, except through your Divisional Representative. Any verbal abuse at a pull or Board Meeting on this matter will be fined according to the rules. This is in the By-Laws.
    a. To be a Full Voting Member you must be a Paid Dues Member all the years of your rule book and hook at least once at a TTPA Points Pull during the duration of your rule book with your vehicle in your class to vote on your specific class rules or Divisional Representative, nor can you make a protest at a pull based on the above stated rule. New members are the only exception. (Board approved 01/29/11)
    b. You must pay the full amount stated year membership fee for specific class to be entitled to a winner's jacket & trophy at year end. (Board approved 11/11/2005)
5. In order to change class rules in the middle year, you must have 100% agreement in writing signed by current paid dues members for the class involved and presented to the TTPA Inc. Board who has the ultimate decision. The decision will be made by the majority of the Board. The Exception to this rule is that the Board may change any rule that is deemed a Safety issue, at any time that there is Majority vote cast.
6. The pull site host has been informed that they can enforce an all-class sign in cut off time at 1/2 hour before pull start time.
7. Puller registration - please take note: All pullers must go to the registration table as soon as possible, after you arrive at the pull site. You can scratch if you should decide not to pull before your class starts. Registration closes 30 minutes prior to the contracted show start time. Any individual may pre-register a vehicle for a class in the absence of the vehicle at the pull site, however, must pull in its designated position when the time comes. In the event the vehicle does not arrive in time to pull his respective assigned position, forfeits his entry fee unless they have canceled prior to the class starting. Except being on the road emergency call-ins will be allowed providing it does not become a habit (more than 1 time). A cell phone number will be available to all to call at the pull site.
    a. All contestants must accept the number they draw for Order of Pull. They must also specify which vehicle prior to drawing the number, if they are entering more than one vehicle in the

class. Any harassment of registration personnel over drawing of number will be immediately disqualified and fined.

8. There will be no drugs allowed anytime at or, during a pull. Alcoholic beverages cannot be consumed by the driver or crew on the track or in the "Hot Pit" area any time during the pull. Pullers and Crew Members can drink (in the pit area only) only after your vehicle has been loaded and securely fastened down for transport. A violation cost of $100.00 will be imposed if rules are found to be violated. Remember also that you then are under the control of that particular event ground rules while you are on their site.
9. If the driver, family member considered part of your crew, and a crew member is intoxicated at a pull site; that pulling vehicle will be disqualified and fined. Three (3) TTPA Officials (I.E.) three (3) Board of Directors or two (2) Board of Directors and a Tech Official will be required to make the final decision.
10. Crew is defined as family or friends that are regularly seen in your pit area or associated with your pulling vehicle.
11. The age of an entrant for farm classes will be 14 years and older. All other classes the entrant will have a valid driver's card carrying licensed for a 16-year-old driver or older. All minors must have parental permission and must sign the Minor Insurance Wavier Form.
12. 3-minute rule: When the sled is ready, the scheduled puller will be notified by the Starting Flagman that it is his/her time to pull. At that same instant, your "3 minutes" starts. The Antique and Farm classes will have 1 minute. If you are not hooked and moving by the time the time runs out, you will be disqualified. Exception: breakage as judged by Track Officials. Any Track Official can call that time has expired.
13. All classes being pulled must have a flagman at the starting line and the finish line. All classes will have flagman starting them at the 100-foot line. They will have that far from the starting line, to make it clear to the flagman that they are attempting to stop for a second attempt.
    a. The flagmen have total control of the pulling track. It's your responsibility to watch him at all times. If a driver disobeys the flagman, the puller will be immediately disqualified.
14. Each pulling vehicle will only be allowed one (1) crew member out on the track before the green flag. Rule Exception: breakage. No one is allowed between the white boundary lines during the competition, except the entrant and officials after the green flag is given.
15. All pulls must start with a tight chain. No jerking of sled allowed at any time during pull!
16. **In each class the number one puller will be a test puller and may take the pull if the weight transfer is deemed right or may refuse their first pull and drop to the last position for the final of their two (2) attempts. If you break down on your first attempt, but do not cross the 100 ft line, you may drop to the last pulling position. The next puller in the original order becomes the test puller. If the sled is reset after the first attempt of the test puller, the**

original test puller retains the test puller position with all options as before. If more than two (2) have pulled, the class will be restarted behind the last puller that pulled prior to the restart and that contestant becomes the "test puller". In all classes the Test Puller/First Puller will drop to the last pulling position.

a. This only affects the Test Puller in all Divisions. There will be NO changes of drivers between your first hook as Test Puller to your last hook.

17. In all classes, including the test puller, if the pulling vehicle, while under power touches the white boundary lines, that pull is disqualified. The test puller may exercise their options in rule 16. The sled is not part of the pulling vehicle.
18. In the event of a pull-off, the pull-off entrants will only be allowed one (1) attempt at the sled in the order in which they originally pulled, no dropping; 3-minute rule applies.
    a. All pull-off contenders will be determined by the top 3 distances over the determined finish line for the stated event.
19. Any puller who moves the sled will be given a measurement, unless they are disqualified.
20. If you need to test-weigh your pulling vehicle, get to the track early enough to do so. 15 minutes prior to the official start time, the class that is hooking will use the scales. Only when the preceding class has all weighed-in will the next class in the pulling order be permitted to cross the scales.
21. All classes will have the driver in the seat, while the draw bar is checked on the scales, before hooking to the sled.
22. When at the pull site, the driver must be in the vehicle seat at all times whenever the vehicle is running. For all tractor classes: only the driver may be on the tractor, when on the track. Riders must leave the truck before going onto the scales.
23. No pulling vehicle will be allowed more than one (1) class "per night". Track officials and the Promoter may override this if there are not many vehicles in a particular class whenever needed.
24. During the pull, the driver must remain seated and keep one hand on the steering wheel to insure that driver is in complete control at all times. The Exception: Only Pro Farm, Modified, V-8 Hot Rod, and Go Fast Farm tractors with dead man throttles, will be allowed a momentary release of the steering wheel to permit shifting. You will be disqualified for breaking this rule if seen by a Track Official or Board Member. Rules also apply when driving off the track and in the pits.
25. Dead Man Throttle: whenever the hand/foot is removed, be it fully depressed, or at any other semi opened position, the throttle will immediately return to the fully closed position on its own.
26. All pulling vehicles must be able to be driven (or pulled) in the forward direction on and off the scales. No backing on or off permitted, unless instructed to do so by the Scales Tech. Weights or brackets will not come in contact with the scales, when entering onto the scales.
27. **Any vehicle protested must be protested within five (5) minutes of the end of the class. The protester must put up $500.00. $100.00 will be given to the Tech Official for traveling to**

tech. The vehicle being protested will receive $400.00 if their vehicle is O.K. If not, the protester will get $400.00 back and the protested vehicle will be disqualified. All fines/penalties apply. Refer to rule #1 & 1a. (Board Approved 10/19/2024)

a. When weighing vehicles after they have made their pull, the Vehicle cannot weigh more than .5 Per Cent of their weight class. Allowance is for muddy tracks only.
b. Only a TTPA Associate Member with a registered & entered vehicle of the class that day can protest another vehicle of that class.
c. Local Pullers with the same type of registered vehicle in the class may protest another local puller only.
d. If you have a complaint about a TTPA Member, see the Head Track Judge or Starting line official.
e. In the event of a protest, the Protester must see the Sled Operator. Sled Operator will direct the Protester to a Tech Official to handle the protest.
f. Protesters cannot be present during the check of the Protestee's Vehicle and cannot participate. There will be a minimum of two (2) Board of Directors and one (1) Tech Official present during the check.

28. There will be no obstructions by weights or weight bar supports allowed to interfere with the hooking or unhooking of vehicles. No weight is to extend beyond the rear wheels of the tractor.
29. All pulling vehicles will be removed from the finish end of the track and placed in the pit area before the driver leaves that pulling vehicle. The next puller will not be allowed to pull until you are off and clear of the track. Any stoppage due to a pulling vehicle left out on the track, except for breakage, that vehicle will be disqualified and fined. Refer to rule #1.
30. No nitrous injection allowed in any form in any class offered by TTPA. There will be "no Pressurized fuel tanks", allowed on any pulling vehicle. Exception: LP GAS in Antique and Farm if original from factory. Refer to rule #1a.
31. No jumping classes. Only where TTPA deems necessary to fill a class.
32. All pulling vehicles are required to have a mandatory kill switch. All vehicles will be checked when going across the scales at every pull.
33. Kill switches (safety plastic tie strap): All classes requiring a kill switch, the part of the kill switch that is being pulled out will be constructed with a securely attached 2-inch diameter pull ring. A minimum of a single 1/8 inch wide nylon tie strap supplied by the vehicle owner is required. It is required to go through the pull ring and pull switch base. It will be cinched up just tight enough so that the tie strap will break first to prove whether the kill switch has been legally pulled. It's up to you to see it's there. If missing & kill switch gets pulled, your pull is finished. No rehook. Only if broken will restarting be allowed.

a. All kill switches will remove all electrical current from electric fuel pumps & ignitions, and/or activate air shut-off valves when the kill switch is pulled. It will be placed in an easily accessed position for the sled hooking official to clip onto or located where your individual class specifies it to be.

34. Tarp straps/bungee will not be allowed to be used for securing weights, or holding body panels together on any pulling vehicle.
35. All vehicles requiring a reverse safety light, will also have one in the driver's visible area "dash/instrument cluster".
36. All trucks will have at least one (1) working review mirror with sufficient glass area to clearly see behind the vehicle when backing up.
37. All Divisions of TTPA with roll cages, are required to wear a full face D.O.T. approved helmet for safety. Refer to individual class rules.
38. All TTPA Members and any vehicle coming to the first pull in all classes, except antique and farm, must have a complete fire apparel (helmet, SFI fire suit, head sock, gloves, and shoes). See individual Class Rules.
39. SFI Fire Safety Clothing (Shoes, gloves, head sock, fire suit) are mandatory in all Modified Pulling Divisions (Pro Farm, Modified, Minis, SSP, All Go Fast, Open Farm, V8-Hot Rod, and Diesel Pickup Classes.) The fire suit minimum SFI rating is 3.2A-1.
40. All Street Legal Pick-up drivers will be required to wear their seat belts.
41. All driveline u-joints will be covered by a six (6) inch wide shield, made of ¼ inch steel or 3/8 inch aluminum so that you can not see any portion of exposed u-joints.
42. If for any reason while hooked to the sled, your weights, ballast, or parts of the vehicle supporting the weights fall onto the ground, or parts that fall off not due to breakage, you will be disqualified. The exception being the vehicle's registration number card given that day. The Track Official End Flag Judge is the only one to make the call.
43. The Head Tech Official and/or Class Tech Official may inspect at any time, any competitors in any division, at any & all pulls. Including, but not limited to: pumping for cubic inch, the fuel system, any safety item, and under the hood or drive train, but does not include the interior of the motor/drive train. Only in the owner's presence, will the hood be lifted or the doors be opened on trucks. All owners/representatives of all vehicles when at any pull site, must allow an inspection to be done in his/her presence. Anybody who refuses to allow an inspection will be in direct violation of this rule and will be subject to fine and disqualification.
44. With an incorporated safe shut down area, all tracks will be 300 ft. long whenever possible. Rather than restarting a class all over; the Head Judge & Sled Operator may utilize some of the shut down area to extend the finish line to a floating finish if the sled is set properly, as long as the sled will stop the class within 30' of the original finish line.

45. Whenever your vehicle is not hooked to the sled, you will not exceed 4 mph. The Hot Staging Area (if clear of spectators) and the pulling track to the finish line are exempt. That means primarily the pit area.
46. If at any time, a Promoter complains about being harassed, you will be subject to a fine; fine/disqualification that day; or suspension for balance of the year at the Board's discretion. It only takes one bad apple to lose a pull for everyone else.
47. The TTPA Board may suspend membership for a definite or indefinite period of time in the interest of the sport or TTPA. (Added for 2009 season)
48. For the sake of pulling, all TTPA Associate Members should make an attempt to make their pulling vehicles as presentable/appealing to the public as possible.
49. All drivers' seats in all classes, except true farm, must have a vertical back support.
50. All modified pulling vehicles with automotive/truck engines must have 2 valves & only 2 per cylinder. Refer to individual class rules.
51. All past/previous TTPA Associate Members must comply with all the rules of that class, right from the first pull you attend. You already know that it is your responsibility to get & meet the current rules. (Added for 2001 season)
52. Hitch hole on all pulling vehicles will be 3"W x 3 5/8" - 3 ¾"L, and designed so that the sled hook will drop in and swing front to back without contacting any other metal. Refer to currant hitch drawing.
53. To be considered a points class, there must be 7 scheduled pulls.
54. Membership dues apply to only one (1) vehicle. Assistant driver's dues apply to only one (1) vehicle. Members can drive another member's vehicle, but assistant drivers can not.
    a. All Classes will pay the same yearly dollar amount class dues of amount the TTPA votes for yearly application dues necessary for the stated year.
    b. If a vehicle does not have a membership paid on it, the puller will pay a $20.00 hook fee & a $20.00 Entry Fee regardless of if the puller is a member or not. (Revised 10/24/2015)
55. All tractor classes must have wheelie bars before hooking to the sled. (Added for 2002)
56. No Tractor or Truck will be allowed to compete or hook to the sled that does not comply with the TTPA stated class rules and/or meet the safety rules for the class. This includes all TTPA classes, (and including Promoter Local Classes. Example: Local Farm Stock or local truck classes.)
57. No exhibition pulls are allowed during a pulling event. Exhibition hooks are only allowed after the event has ended and approval is granted by both the sled driver and either the TTPA President or Vice President. In event that either the President or Vice President are not on site, a TTPA Board of Director can make the decision with the Sled Driver. (Board Approved 04/21/2007)

58. ~~All tractors over 10 mph must have SFI roll cages, tie bars and 5 pt. harness with detachable steering wheel. Seat must be a racing style seat and have head rest. (Added for 2009 season)~~ **All tractors over 10 mph must have safety equipment per the Board's discretion.**
59. All TTPA 6000# Farm Members must have a working kill switch on their pulling vehicles. (Board approved 11/21/09)
60. All TTPA Classes will have a tow hook on the front of their pulling vehicles. (Board approved 01/16/10)
61. Fuels:
    a. Gasoline (V-8 Hot Rods & Super Stock Pickups): Gasoline is a mixture of hydrocarbons. It is a good electrical insulator, which is called dielectric. Its relative effectiveness as an insulator is represented by its "Dielectric Constant" (DC). The average DC for the hydrocarbons that comprise gasoline is 2.025. This is defined as a reading of 0 with the NTPA Fuel Check meter. To compensate for possible temperature differences of gasoline, which can cause slight variations in the D.C., the maximum acceptable meter reading is +5, with 0 as the reference reading. A gasoline that has a DC reading that is greater than 2.3 will cause the meter reading to be outside this range. The addition of compounds containing nitrogen and/or oxygen may produce a mixture with a DC reading that is greater than 2.3. Most gasoline will meet this criteria. Chemical spot test will be used when applicable.
    b. Diesel (Diesel Pickups, Diesel Pro-Stock, Super Farm & Open Farm): Diesel fuel is defined by the NTPA as a pure hydrocarbon. The NTPA will evaluate diesel fuel using the dielectric constant value. That value shall be determined by the NTPA fuel check meter only. The NTPA fuel check meter shall use Cyclohexane to establish the zero-reference point for determining all diesel fuel dielectric constant values. Diesel fuel to be used in NTPA competition shall have a dielectric value of no greater than 4.9, nor a value of no less than 2.2. The use of additives containing oxygen, such as nitromethane, propylene oxide, dioaxane, MTBE, alcohol, or nitrous oxide, are strictly prohibited. These additives, and others of the oxygen bearing-bearing family, will significantly change the dielectric constant value of any diesel fuel. Diesel fuel with dielectric constant values that fall outside the NTPA standards will not be allowed for use in competition. Chemical spot test will be used when applicable.
    c. Bio diesel will be sent to a certified lab to be checked, and a 2nd sample will be kept in the trailer in a sealed container for future use. The puller needs to identify whether they are using diesel or bio diesel fuels. Random tests will be done. (Board Approved 05/17/2014)
62. All FWD Pickups must use wheels no more than 6 inches off the ground, within 6 inches of the forward most part of the vehicle.
    a. Wheels must be a minimum of 6 inches in diameter by 4 inches wide or 4 inches in diameter by 6 inches wide.

b. Wheels must support the weight of the vehicle.
c. Wheels must be raised or removed for the purpose of ground clearance when vehicle is not on competition track.
d. Wheels must be at least 3 feet apart.

63. No flip flop or open toed type shoes or shorts are allowed to be worn by pullers while hooked to the sled.
64. Working RPM Readers are mandatory in the Diesel Pro Stock, V-8 Hot Rods, 6000 Farm, & 10,000 Farm Tractor Classes.
65. All Semis must have a working kill switch to shut off fuel and/or air supply. (Board Approved 02/22/2014)
66. All turbos must be teched & sealed if there is not an existing seal. (2.6 Diesel Pickups, 12 Open Farm, Super Farm & Diesel Pro Stock) (Board Approved 03/15/2014)
67. At least one neutral witness must be present at all tech inspections. (Board Approved 02/21/2015)
68. Absolutly no one is allowed between the buckboard of the sled and the pulling vehicle! (Board Approved 09/26/2015)
69. All Farm Classes cannot pull off of the rear axle. (Board Approved 10/24/2015)
70. All vehicles will be teched or scheduled to be teched by the first scheduled points pull or no points will be awarded. All lost points will not be gotten back. Until vehicle is teched or scheduled to be teched puller will not be allowed to pull.
71. If Tech of Reps travel to you to tech your vehicle, there will be a $100.00 per vehicle charge for travel expense.
72. **Tie Bars Specifications (Board Approved 03/22/2025)**
    a. **Safety tie bars mounted to rear axle housing with at least four (4) axle housing bolts and extending forward of flywheel area and fastened to side of block or main frame with at least two (2) 5/8-inch, grade 5 or greater bolts, OR.**
    b. **A one-piece frame extending from front of tractor to rear axle housing mounting bolts.**
    c. **No provision for splitting or separating Tie Bar assembly is permitted. Tie Bar assembly must be constructed and welded as a one-piece continuous design capable of keeping OEM tractor chassis horizontal when bolts for splitting tractor are removed.**
73. **In order for a class to change a rule at the end of their rulebook, the class must have 80% agreement in writing signed by current paid dues members for the class involved and presented to the TTPA Inc. Board who has the ultimate decision. The decision will be made by the majority of the Board. The Exception to this rule is that the Board may change any rule that is deemed a Safety issue, at any time that there is Majority vote cast. (Board Approved 5/10/2025)**

Revised May 2002: Changed by the TTPA Board to allow drinking in the pits, only after the drivers vehicle has been loaded and fastened for transport.
Revised 2/21/03: Rule # 1, added in (disqualified) in sentence # 1
Revised 2/21/03. Moved #8 rule to # 1C. Approved by TTPA owners and board of Directors
Revised 3/19/05 approved by TTPA Board to raise protest from $100.00 to $300.00 – Rule # 27

Revised 11/2/05 approved by TTPA board Added paragraph to rule # 53 (53A) All class dues are same yearly due amount Deemed by the TTPA
Last Revised 2/1/07; adding board approved #4A & 4B.
Last Revised 4/21/07; adding Rules 55 / 56 / 57 & 18A- Board approved
Revised 02/28/09; Added rules #1a, #47 & #58. Updated rules #1c, #1d, #2,#11, #23, #26, #27, #27b, #29, #30, #31, #32, #37, #39, #46, #50, #51, and #52. Board approved 1st reading on 03/20/09 & 2nd reading 04/18/09.
Revised 01/16/2010; Added # 1-E – Fuel Violation, Added # 59 – All TTPA 6000# Farm must have a working kill switch, Added # 60 – All TTPA Classes must have front tow hook, Added # 61 – Fuel Rule
Added March 27, 2010; Added # 27-E – Protester must see Sled Operator, Added # 27-F – Protester cannot be present during protest & minimum of two Board of Directors & one Tech Official during check. Board approved 1st Reading on March 27, 2010. 2nd Reading on 04/17/2010.
Board Clarified Rule # 4-A ~ 01/29/2011 – 1st Reading & 03/19/2011 – 2nd Reading.
Revised 02/26/2011; Rule #42 Head Track Official can disqualify a vehicle for anything that falls on the track.
Added Rule #62, A, B, C, D ~ All FWD Pickups must have wheels… ~ 01/28/2012.
Added Rule #63 No flip flop type shoes or shorts may be worn by puller while hooked to the sled.
Added Rule #64 Working RPM Readers & Rule #65 Semi's must have working kill switches. (02/22/2014)
Added Rule #66 ~ All turbos must be teched & sealed. (03/15/14)
Added Rule #67 ~ Must have one neutral witness when teching. (02/21/2015)
Added Rule #68 ~ No one between the buckboard and pulling vehicle! (09/26/2015)
Revised Rule #54 B ~ $20.00 Entry Fee (10/24/2015)
Added Rule #69 ~ All Farm Classes cannot pull off of the rear axle. (10/24/2015)
Added Rule #70 ~ Vehicle teching before first scheduled pull or no points. (02/20/2016)
Added Rule #71 ~ $25.00 for travel expenses for teching. (02/20/2016)
Revised Rule #23 ~ ONE (1) CLASS "PER NIGHT". (04/16/2016)
Revised Fuel Rule #1 – E ~ All Race Gas Vehicles skip rule #2 go to rule #3
Revised Rule #16 ~ Removed returning immediately to pull.
Revised Rule #58 ~ Reworded rule to say "All tractors over 10mph must have all safety equipment per Board discretion" (12/29/2024)
Revised Rule #71 ~ Removed $25.00 and replaced with $100.00. (03/15/2026)
Added Tie Bar Specs #72 a-c (03/22/2025)
Added Rule #73 ~ 80% class approval to change rules (05/10/2025)

Note: This document is not to be copied, revised, used or changed by any other organization other than the Thumb Tractor Pulling Association Inc. without the written approved / consent of the TTPA Board of Directors.