

General Rules

Eligibility of Contestants

- 1) All contestants must be a member of the Illiana Pullers Association. Contestants must be 18 years of age or 16 years of age and have both parent's written consent or guardian's written consent. (CHECK WITH ILLIANA PULLERS ASSOC. TO SEE IF THIS MEETS THEIR INSURANCE REQUIREMENT)

General Rules for IPA truck divisions

- 1) Absolutely no passengers or riders on any competition vehicle.
- 2) Each competitor must be entered in their respective classes 30 minutes before the event starts (not before their class) Any competitor not entered in their class 30 minutes prior to the event will pay double the entry fee for their class for that event.
- 3) No tying down competition vehicle to drawbar or drawbar support while in transport.
- 4) Any driver under the influence of drugs/alcohol, etc; will not be allowed to pull.
- 5) Anyone refusing any tech inspections will be disqualified immediately! NO REFUNDS!
- 6) A laser or string and tape will measure all pulls.
- 7) Competitors in the four-wheel drive divisions will be required to have their vehicle teched and engine pumped and sealed by the truck tech committee by the third hook attended by the vehicle. Competitors that have not had their truck teched or engine pumped by the third hook will have any prize monies held by the IPA until vehicle is teched and pumped. Competitors are responsible for arranging their respective vehicles to be teched and pumped with the truck pump committee.
- 8) In the event of an extended track situation the maximum length of the track will be 320'. Pull-offs after the event of 320' tracks will be a floating finish. IPA officials may waive this at the discretion of track officials. Circumstances such as weather, time, etc; shall be a determining factor in these instances.

Drawbars

- 1) Drawbars, hitching devices and drawbar supports shall be constructed of steel.
- 2) Drawbars shall meet the following: drawbar to be a minimum of 2 square inches total steel material at any point. This includes the area of the pin with the pin removed. The pin will be a minimum of 7/8 inch. Drawbar must be equipped with a steel hitching device not more than 1.5 x 1.5 square, (or 1.5 round), and with an oblong shaped hole 3.75 inches long and 3 inches wide.
- 3) No portion of the vehicle may interfere with the sled, chain or hook during a pull or while being hooked or unhooked.
- 4) An area 5 inches wide and 12 inches high immediately above and below the drawbar must be free of all obstructions including weights, stabilizer bars and second drawbars for the ease of hooking and unhooking. Second drawbars are not required.
- 5) Tech officials must be able to visually inspect the drawbar area of competition vehicle.
- 6) No trick hitches, no cam type rear ends.
- 7) Drawbar height or distance from center of axle / center of rear wheels cannot change during pull.

Clutches and Flywheels

- 1) All flywheels, clutches, flex plates must be SFI approved. All automatics must have SFI scatter blanket
- 2) There shall be twelve 5/16-inch grade 5 or better cap screws securing the cover to the bell housing. The cover must have a plate or fillet that fit flush inside of the housing. The cover and fillet must be steel. The fillet must be welded to the cover and all bolts must be flush to the inside.
- 3) There must be five bolts used to secure the transmission to the bell housing, 3/8 inch minimum diameter or four 1/2 inch bolts.

- 4) All bell housings must be flush on the inside surface.
- 5) SFI certified bell housing with Crower stand adjustment slot are acceptable.
- 6) Add four additional bolts to fasten the bell housing to block saver plate. These bolts are to be 3/8-inch grade 5 and between existing bolts on the top half of the bell housing, along with 5 evenly spaced bolts between block saver and bell housing on lower half.
- 7) Only mechanically activated clutches allowed.

Engines

- 1) No auxiliary internal combustion engines are allowed on board to drive pumps, accessories, etc.
- 2) A deflection shield is required on both sides of the engine. Shields must extend the complete length of the block casting and be securely fastened. Shields must extend from sheet metal (hood) to 2 inches below bottom center of crankshaft throw and be securely fastened. Shields may extend beyond or cover starter or fuel pump. Shields shall be constructed of aluminum or steel a minimum of 0.060 inch thick or safety blanket material. Shields must be solid – motor mounts, filters, fuel injection pumps, steering rods, etc cannot serve as part of shield. Solid frame rails with no holes can serve as part or the entire shield, providing it covers required areas of block casting. It is recommended that a quick release fastener be used. Use of bolts, nuts, screws, and locks are discouraged, (Reason: ease of access in emergency – fire, run-off, etc). Any competition vehicle with that requires tools for the removal of side shields must be equipped with an on-board fire control system. System must place one nozzle on each side of engine, inside the engine compartment. Not to be attached to the sheet metal.
- 3) Shielding on all V or Y type engines must extend from the base of the head or the upper most point of piston travel to 2 inches below bottom center of crankshaft throw and be securely fastened.
- 4) Side shields must be mounted independently of the engine block. Motor mount, block saver plate and header mounting or chassis mounting is acceptable.
- 5) All engine crankcase venting (blow by tubes) must be vented below the heads of that engine and extended down to the engine pan. All blow by tubes must exit forward of rear tires.
- 6) All competing vehicles must be equipped with a dead-man throttle. All throttles in a forward-rearward direction shall be closed in the rearmost position. No hydraulic throttle linkage allowed. Must be positive, two-way mechanical linkage.
- 7) A bolt in the crankshaft to hold damper pulley is required.
- 8) All engine driven fans must be shrouded with 1/16 inch steel or thicker, 360 degrees. Electric fans excluded.

Exhaust Systems

- 1) All exhaust pipes must be securely attached.
- 2) Rain caps cannot be used.
- 3) Fuel and Fuel Containers
- 4) All forms of nitro methane including nitrous oxide and propylene are illegal as a fuel or fuel additive for pulling. Legal fuels are alcohol, water, diesel fuel, and gasoline. No oxygen carrier or combustion accelerators are allowed. Methanol alcohol is a clear, colorless liquid with a mild odor at ambient temperatures. No additives are allowed in any fuel except those additives blended by the fuel manufacturer or refinery. Fuels may be checked by tech official at any event at any time.
- 5) All vehicles will be subject to fuel testing based on the IPA discretion.
- 6) No pressurized fuels allowed.

Kill Switches

- 1) All competing vehicles with spark ignition must use a waterproof, dust proof tether type safety switch as an ignition kill switch and it must be in working order at all times. On a spark ignition vehicle, the kill switch must break or ground the ignition circuit. Spark ignition vehicles with electric fuel pump(s), the kill switch must also break current to the fuel pump(s).
- 2) Kill switches on spark ignition vehicles must be checked with engine running.
- 3) Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be checked on all competing vehicles at every event.
- 4) All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.
- 5) The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.
- 6) The breakaway kill switches must have attached to them a minimum of a 2-inch diameter ring, with a minimum 1/8 inch cross-sectional thickness. The cable from the sled will be attached to this ring.
- 7) Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.
- 8) Kill switch ring must be secured with a single nylon tie wrap (1/8 inch). The tie wrap must be broken for a re-pull. Competitors will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.
- 9) If vehicle has kill switch or shut-off located in a legal position, and during the pull it is pulled and the nylon strap is broken, and the presiding judge inspects and finds switch capable of operating properly under normal conditions, vehicle will be allowed to re-pull immediately or drop six positions. Decision to drop must be made before vehicle leaves the track. It is the puller's responsibility to see that the official checks the switch before leaving the track.
- 10) The use of OHM meters and buzz boxes allowed, however, if there is any doubt of whether the device is hooked up properly or the person using the device is not 100 percent certain of the reading he receives, the pulling vehicle will be started to check the kill switch.

Safety

- 1) If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.
- 2) All pulling vehicles must be equipped with a minimum of 2 lb Halon type of 2½ lb dry-powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.
- 3) All competitors, unless noted otherwise in specific class rules, must wear full-length pants, leather shoes and full shirts with sleeves.
- 4) Driver must wear an approved safety helmet.
- 5) Driver must wear a secure seat belt
- 6) No pit racing-5 mph maximum in pit area.
- 7) No competition vehicle is to be left running unattended with out a capable operator available. Any competition vehicle that is left running unattended will be disqualified for that event
- 8) Each competing vehicle must have a working parking brake or a brake "line-lock" that, maintains hydraulic pressure to the brakes while an operator is not attending a vehicle. The IPA board strongly recommends that all vehicles be in park or have the "line-lock" applied anytime that a vehicle is not in competition.
- 9) A reverse safety light system is required all competition vehicles. A white light automotive quality minimum 2 inches in diameter, must be mounted directly above or below the safety kill switch at the rear of the vehicle. A light in the driver's compartment must be operated off the same system. Both lights are to be activated by a shift lever such that it will be lit only when the vehicle is in reverse.

- 10) All pulling vehicles must be equipped with a starter interrupter switch on the gearshift or clutch switch, which will allow starter engagement only in neutral position or clutch disengaged.
- 11) All pullers will have fire protection equipment and helmets specified by division rules, on any time while on the track and driver is on the pulling vehicle, or the puller will be disqualified.
- 12) Each member of the competitor's crew must be properly attired when present in the staging or in the competition area. Shoes are mandatory. Tank tops, bare torsos or muscle shirts are not acceptable in the staging or competition.
- 13) No tarp straps will be allowed for any use on pulling vehicles.
- 14) All vehicles carrying on board start batteries must have a quick disconnect method.

Weights

- 1) It is STRONGLY recommended that all vehicles have a front hitch attached to the vehicle that is capable of supporting the weight of the front of the vehicle. It must be the furthest most point on the vehicle and be centrally located. The hitch must have a minimum of a 3" diameter hole to allow for the 3 point mounted hitches on the movers to manipulate the competing vehicles. No weights are to be positioned next to the hitch in a way that may restrict the turning radius of the movers once they have picked up the front of the vehicle
- 2) Weights must be securely fastened and no transfer of weight while vehicle is moving will be allowed.
- 3) Weights must not extend rearward beyond rear tires.
- 4) Any weight lost while hooked to the sled and under the green flag will be cause for disqualification. If weight touches the ground although they may still be attached to the pulling vehicle, pull will be disqualified (internal breakage excepted).
- 5) ALL moveable ballast must be 10 lbs or greater countable weight to be accepted in competition.
- 6) No liquid or powdered substance allowed for weight purposes.
- 7) Weights must not interfere with the kill switch, drawbar or chain.
- 8) The area 5 inches wide and 12 inches high immediately above and behind the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking.
- 9) No tarp straps will be allowed to secure weights.

Penalties/Disqualifications

- 1) Violation of cubic inch limits, illegal fuel, hitch, wheel base or engine components shall be penalized by loss of prize money for that day and accumulated points for the year. Any other violations shall be a penalty of loss of prize money for that day and loss of 15 points.
- 2) Disagreements are to be taken up with the IPA board.
- 3) All decisions of the board are FINAL.

Protest Rule

- 1) Any competitor wanting to protest another vehicle in the class for an alleged rule violation shall submit the following monies in cash in order to protest:
 - a. Fuel Pull \$100. Protestor paying for actual test from NTPA and specific chemical being looked for.
 - b. Pump for C.I. \$200
 - c. Engine teardown \$500.00
 - d. Body Chassis Inspection (with specific notation of infraction being looked for) \$ 200.00
- 2) IPA will retain %20 of total protest monies with the balance to be paid accordingly.
- 3) Protestor must be a contestant in the same class as the vehicle being protested. All protests must be made to a board member no later that 15 minutes after the class is over. If the vehicle is found to be illegal, protestor will be refunded his/her money minus the IPA percentage and the

vehicle being protested will be disqualified. If the vehicle is found to be legal, the owner of the vehicle shall receive all monies submitted minus the IPA percentage. The IPA board will determine eligibility of the protest.

General Rules for IPA tractor divisions

- 1) Absolutely no passengers or riders on any competition vehicle.
- 2) Each competitor must be entered in their respective classes 30 minutes before the event starts (not before their class) Any competitor not entered in their class 30 minutes prior to the event will pay double the entry fee for their class for that event.
- 3) No tying down competition vehicle to drawbar or drawbar support while in transport.
- 4) Any driver under the influence of drugs/alcohol, etc; will not be allowed to pull.
- 5) Anyone refusing any tech inspections will be disqualified immediately! NO REFUNDS!
- 6) A laser or string and tape will measure all pulls.
- 7) Competitors in the specified tractor divisions will be required to have their vehicle teched and engine pumped and sealed by the tractor tech committee by the third hook attended by the vehicle. Competitors that have not had their vehicle teched or engine pumped by the third hook will have any prize monies held by the IPA until vehicle is teched and pumped. Competitors are responsible for arranging their respective vehicles to be teched and pumped with the tech committee.
- 8) In the event of an extended track situation the maximum length of the track will be 320'. Pull offs after the event of 320' tracks will be a floating finish. IPA officials may waive this at the discretion of track officials. Circumstances such as weather, time, etc; shall be a determining factor in these instances.

Drawbars

- 1) Drawbars, hitching devices and drawbar supports shall be constructed of steel.
- 2) Drawbars shall meet the following: drawbar to be a minimum of 2 square inches total steel material at any point. This includes the area of the pin with the pin removed. The pin will be a minimum of 7/8 inch. Drawbar must be equipped with a steel hitching device not more than 1.5 x 1.5 square, (or 1.5 round), and with an oblong shaped hole 3.75 inches long and 3 inches wide.
- 3) All drawbars shall be constructed so that in the event of drawbar breakage, the drawbar supports do no pull from a top link or brace above the centerline of the rear wheels of the vehicle. Any vehicle with the drawbar hold up device above the centerline of the rear wheels must have a single pin breakaway type (slide out) drawbar. The drawbar hold up device is to be within 6 inches maximum forward of hook point.
- 4) Drawbars are to be rigid in all directions and must have a device to support the drawbar from side to side movement a maximum of 6 inches forward of the hook point.
- 5) Drawbars must have the pivot pin on the same plane as the hitch point and parallel to the ground with 1.5 inches, plus or minus, per foot of length, (or 10 degrees or less of the drawbar angle).
- 6) No portion of the vehicle may interfere with the sled, chain or hook during a pull or while being hooked or unhooked.
- 7) An area 5 inches wide and 12 inches high immediately above and below the drawbar must be free of all obstructions including weights, stabilizer bars and second drawbars for the ease of hooking and unhooking. Second drawbars are not required.
- 8) Tech officials must be able to visually inspect the drawbar area of competition vehicle.
- 9) Drawbars and stabilizer bars / wheelie bars are not to be connected.
- 10) No trick hitches, no cam type rear ends.
- 11) Drawbar height or distance from center of axle / center of rear wheels cannot change during pull.

Clutches and Flywheels

- 1) The inspection / maintenance hole in the bell housing shall not extend farther forward at its top edge than flush with the cross shaft hole nor farther downward at its bottom edge than to allow one ½ inch bolt diameter edge distance for fastening holes in both the bell housing and the inspection / maintenance hole cover. The length of the inspection / maintenance hole shall be no more than 8.5 inches, measured in a straight line, and the ends of the hole shall be smoothly and fully radiused to produce an oval shape.
- 2) Only mechanically activated clutches allowed.

Engines

- 1) No auxiliary internal combustion engines are allowed on board to drive pumps, accessories, etc.
- 2) A deflection shield is required on both sides of the engine in applicable classes. Shields must extend the complete length of the block casting and be securely fastened. Shields must extend from sheet metal (hood) to 2 inches below bottom center of crankshaft throw and be securely fastened. Shields may extend beyond or cover starter or fuel pump. Shields shall be constructed of aluminum or steel a minimum of 0.060 inch thick or safety blanket material. Shields must be solid – motor mounts, filters, fuel injection pumps, steering rods, etc cannot serve as part of shield. Solid frame rails with no holes can serve as part of the entire shield, providing it covers required areas of block casting. It is recommended that a quick release fastener be used. Use of bolts, nuts, screws, and locks are discouraged, (Reason: ease of access in emergency – fire, run-off, etc). Any competition vehicle with that requires tools for the removal of side shields must be equipped with an on-board fire control system. System must place one nozzle on each side of engine, inside the engine compartment. Not to be attached to the sheet metal.
- 3) A metal deflection shield between driver and engine from top of the hood to top of torque tube or transmission housing or clutch housing from side shield to side shield is required. No holes except for controls. Holes not to exceed ½ inch larger than control.
- 4) Shielding on all V or Y type engines must extend from the base of the head or the upper most point of piston travel to 2 inches below bottom center of crankshaft throw and be securely fastened.
- 5) Side shields must be mounted independently of the engine block. Motor mount, block saver plate and header mounting or chassis mounting is acceptable.
- 6) All engine crankcase venting (blow by tubes) must be vented below the heads of that engine and extended down to the engine pan. All blow by tubes must exit forward of rear tires.
- 7) All competing vehicles must be equipped with a dead-man throttle. All throttles in a forward-rearward direction shall be closed in the rearmost position. No hydraulic throttle linkage allowed. Must be positive, two-way mechanical linkage.
- 8) All diesel engines will have a visible return to idle spring on fuel injection pump throttle arm.
- 9) A bolt in the crankshaft to hold damper pulley is required.
- 10) All engine driven fans must be shrouded with 1/16 inch steel or thicker, 360 degrees. Electric fans excluded.

Exhaust Systems

- 1) All exhaust systems must discharge vertically. The height to be a minimum of one foot (12 inches) above the bend of the pipe which discharges vertically measured from the top of the pipe to bottom of bend. Vertical is defined as being within 10 degrees (with 5 degrees variance), in any direction of being plumb. Unless otherwise noted in division rules.
- 2) All exhaust pipes must be securely attached.
- 3) Rain caps cannot be used.

- 4) Turbocharged engines must have two 3/8-inch grade 5 bolts in either (or both) vertical portion, or horizontal portion of exhaust pipes. Bolts are to be installed 90 degrees of each other and within one inch of each other.

Fuel and Fuel Containers

- 1) All forms of nitro methane including nitrous oxide and propylene are illegal as a fuel or fuel additive for pulling. Legal fuels are alcohol, water, diesel fuel, and gasoline. No oxygen carrier or combustion accelerators are allowed. Methanol alcohol is a clear, colorless liquid with a mild odor at ambient temperatures. No additives are allowed in any fuel except those additives blended by the fuel manufacturer or refinery. Fuels may be checked by tech official at any event at any time.
- 2) All vehicles will be subject to fuel testing based on the IPA discretion.
- 3) No pressurized fuels allowed unless otherwise specified in class.

Kill Switches

- 1) All competing vehicles with spark ignition must use a waterproof, dust proof tether type safety switch as an ignition kill switch and it must be in working order at all times. All diesel competing vehicles must have an air shut-off in working order at all times.
- 2) On a spark ignition vehicle, the kill switch must break or ground the ignition circuit. Spark ignition vehicles with electric fuel pump(s), the kill switch must also break current to the fuel pump(s).
- 3) On a diesel tractor, the kill cable must activate the air shut-off required on a diesel engine. A cable may be used for this purpose, but must have positive type enclosed cable for the air shut-off. The cap must have a spring loaded closing mechanism. System to be deemed acceptable must at least prevent from building boost. It is recommended that a gasket / seal arrangement be used. To more effectively shut off airflow. Door or rain cap air shut offs (no "butterfly" type) will be required on all self-ignition engines with a separate control for the driver. Control for driver not to be the same as for the sled. No electrical operated air shut-offs allowed.
- 4) Kill switches on spark ignition vehicles must be checked with engine running.
- 5) Track officials and/or tech inspectors have the option of checking kill switches as they feel is adequate at any event. It is recommended that all kill switches be checked on all competing vehicles at every event.
- 6) All kill switches must be mounted independent of drawbar and/or wheelie bars / stabilizer bars.
- 7) The kill switch must be located in the rear center (maximum of 6 inches off center in any direction), approx four feet above the hook point.
- 8) The breakaway kill switches must have attached to them a minimum of a 2-inch diameter ring, with a minimum 1/8 inch cross-sectional thickness. The cable from the sled will be attached to this ring.
- 9) Portion of the kill switch and mounting bracket(s) must be able to withstand 32 pounds of pull per switch when pulled independently or collectively.
- 10) Kill switch ring must be secured with a single nylon tie wrap (1/8 inch). The tie wrap must be broken for a re-pull. Competitors will be responsible for replacing the kill switch mechanism and securing the tie wrap once kill switch is checked by tech official.
- 11) If vehicle has kill switch or shut-off located in a legal position, and during the pull it is pulled and the nylon strap is broken, and the presiding judge inspects and finds switch capable of operating properly under normal conditions, vehicle will be allowed to re-pull immediately or drop six positions. Decision to drop must be made before vehicle leaves the track. It is the puller's responsibility to see that the official checks the switch before leaving the track.
- 12) Diesel and fuel injected engines must have a fuel shut-off valve control within easy reach of driver (your normal fuel shut-off on diesel pump). All diesel engines must be equipped with an emergency shutdown air shut-off at the air intake, which can be utilized from the tractor seat.

Safety

- 1) If an Illiana Pullers Association track official or tech official feels a vehicle is unsafe, they have the right not to allow vehicle to pull. Track official or tech official has the right to bar a competition vehicle from competing if he or she believes that the vehicle has a potential safety problem.
- 2) All pulling vehicles must be equipped with a minimum of 2 lb Halon type of 2½ lb dry-powder type fire extinguisher, full charged with a gauge, in working condition and convenient to the operator.
- 3) All competitors, unless noted otherwise in specific class rules, must wear full-length pants, leather shoes and full shirts with sleeves.
- 4) Driver must wear an approved safety helmet.
- 5) Driver must wear a secure seat belt
- 6) No pit racing-5 mph maximum in pit area.
- 7) No competition vehicle is to be left running unattended with out a capable operator available. Any competition vehicle that is left running unattended will be disqualified for that event
- 8) Each competing vehicle must have a working parking brake or a brake "line-lock" that, maintains hydraulic pressure to the brakes while an operator is not attending a vehicle. The IPA board strongly recommends that all vehicles be in park or have the "line-lock" applied anytime that a vehicle is not in competition.
- 9) All pulling vehicles must be equipped with a starter interrupter switch on the gearshift or clutch switch, which will allow starter engagement only in neutral position or clutch disengaged
- 10) All pullers will have fire protection equipment and helmets specified by division rules, on any time while on the track and driver is on the pulling vehicle, or the puller will be disqualified.
- 11) Each member of the competitor's crew must be properly attired when present in the staging or in the competition area. Shoes are mandatory. Tank tops, bare torsos or muscle shirts are not acceptable in the staging or competition.
- 12) No tarp straps will be allowed for any use on pulling vehicles.
- 13) All vehicles carrying on board start batteries must have a quick disconnect method.

Stabilizer Bars

- 1) Stabilizer bars are required. The drawbar assembly will not in any way be attached to the stabilizer bar assembly.
- 2) The stabilizer bar must extend a minimum of 32 inches behind a line drawn from the center of the wheel to the ground. Pad must not be more than 10 inches off the ground at 32-inch point and be measured during hitch check before competition. The stabilizer pad must be a minimum of 5 inches square with a minimum of 20 inches allowed from outside of one pad to the other. No crossbars between stabilizer bars allowed behind point of hook.
- 3) In addition to the stabilizer bars, there must be a brace that extends vertically 12 inches from the rear most tip of the skid pads. There must be a support brace extending inward to frame, axle or top of stabilizer bar arms. Materials used must be of minimum strength of materials used for stabilizer bars. Design and material must withstand severe impact of sled. Vertical brace should extend rearward a minimum of 2 inches from the radius of the tire.

Weights

- 1) It is STRONGLY recommended that all vehicles have a front hitch attached to the vehicle that is capable of supporting the weight of the front of the vehicle. It must be the furthest most point on the vehicle and be centrally located. The hitch must have a minimum of a 3" diameter hole to allow for the 3 point mounted hitches on the movers to manipulate the competing vehicles. No weights are to be positioned next to the hitch in a way that may restrict the turning radius of the movers once they have picked up the front of the vehicle
- 2) Weights must be securely fastened and no transfer of weight while vehicle is moving will be allowed.

- 3) Weights must not extend rearward beyond rear tires.
- 4) Any weight lost while hooked to the sled and under the green flag will be cause for disqualification. If weight touches the ground although they may still be attached to the pulling vehicle, pull will be disqualified (internal breakage excepted).
- 5) ALL moveable ballast must be of steel and/or cast iron to be accepted in competition.
- 6) No liquid or powdered substance allowed for weight purposes.
- 7) Weights must not interfere with the kill switch, drawbar or chain.
- 8) The area 5 inches wide and 12 inches high immediately above and behind the drawbar must be free of all obstructions (including weights, wheelie bars and second drawbars) for ease of hooking and unhooking. No tarp straps will be allowed to secure weights.

Penalties/Disqualifications

- 1) Violation of cubic inch limits, illegal fuel, hitch, wheel base or engine components shall be penalized by loss of prize money for that day and accumulated points for the year. Any other violations shall be a penalty of loss of prize money for that day and loss of 15 points.
- 2) Disagreements are to be taken up with the IPA board.
- 3) All decisions of the board are FINAL.

Protest Rule

- 1) Any competitor wanting to protest another vehicle in the class for an alleged rule violation shall submit the following monies in cash in order to protest:
 - a. Fuel Pull \$100. Protestor paying for actual test from NTPA and specific chemical being looked for.
 - b. Pump for C.I. \$200
 - c. Engine teardown \$500.00
 - d. Body Chassis Inspection (with specific notation of infraction being looked for) \$ 200.00
- 2) IPA will retain %20 of total protest monies with the balance to be paid accordingly.
- 3) Protestor must be a contestant in the same class as the vehicle being protested. All protests must be made to a board member no later that 15 minutes after the class is over. If the vehicle is found to be illegal, protestor will be refunded his/her money minus the IPA percentage and the vehicle being protested will be disqualified. If the vehicle is found to be legal, the owner of the vehicle shall receive all monies submitted minus the IPA percentage. The IPA board will determine eligibility of the protest.