

2020 General Rules for Central MN Pullers LLC

Clarifications and rule changes are in bold red

1. A designated safety inspector and/or class representatives will conduct random inspections throughout the season. Inspector and class reps have the right to check **competition vehicles** for any item in the rules or weight. They may request **competition vehicles** to run across the scale at any pull. You will be disqualified if you are in violation of any rules or safety regulations.
2. Drivers must meet the following requirements to be allowed to hook:
 - a. Be a professional. No consumption of alcohol until all pulling by contestant is completed. Unsportsmanlike conduct will result in one year and one week suspension, with no refunds.
 - b. Helmet required.
 - c. SFI approved fire suit – jacket and pants or one piece suit.
3. Tractors must meet the following requirements to be allowed to hook:
 - a. ROLL CAGES ARE REQUIRED. Roll cage must enclose the driver comparable to SFI specs.
 - b. 5-POINT DRIVER HARNESS REQUIRED. Harness must be SFI approved.
 - c. **Competition vehicles** must be equipped with minimum of one 2.5-pound dry-powder type fire extinguisher, fully charged, with gauge in working condition, and convenient to operator.
 - d. Kill switch must be installed and working.
 - e. **Competition vehicles** will have a battery disconnect switch.
 - f. All drivers must be able to shut down tractor from driver's seat and tractor must have safety disconnect at the rear of tractor where the skid hooks onto tractor.
 - g. Tractors that use alcohol as fuel will identify this by placing a 2 inch contrasting letter A in a contrasting color or an "alcohol" placard on the fuel tank of the tractor. Promoters must be made aware of any tractor that uses alcohol. Their insurance requires this – the fire department handles alcohol fires differently.
 - h. Reverse Light – 2" white light.
 - i. Neutral safety switch required.
 - j. Dead man throttle (springs) required.
 - k. All **tractors** will be equipped with wheelie bars.
 - i. Must be strong enough to support the weight of the vehicle.
 - ii. When backing up to the skid, either wheelie bar or rubber stop should hit the skid not the tires.
 - l. NO cast hubs allowed.
 - m. Wide front ends required on all tractors.
 - n. No portion of a tractor may go beyond 13 feet from the center of the rear axle.
 - i. Modified tractor classes are allowed 14 feet.
 - o. **Tractor** hitch height must be maximum 20" at hook point and must be minimum 18" from center of rear axle.
 - p. Must have frame tie bars if the tractor doesn't have continuous frame to the transmission.
 - q. Must have fenders that will support the weight of the driver and protect from contact with tires.
 - r. All drivelines and exposed shafts will be enclosed in 3/8" aluminum or 5/16" steel.
 - s. Unaltered SFI approved safety blanket around fly wheel and clutch assembly.

- t. Will sign a warrant of clutch, flywheel, pressure plate, and bellhousing statement that are equal to or exceed minimum safety requirements. Positively no gray cast iron allowed, must be made of steel, aluminum, or ductile iron.

4. Piston Engines

- a. NO forms of nitro methane.
- b. Both sides of all piston engines will have minimum .060 side shields from base of head extending below bottom center of crankshaft throw and be securely fastened.
- c. Turbo charged engine must have (2) 3/8 inch bolts (Grade #5) in vertical portion of exhaust pipe(s). Bolts to be installed 90 degrees, and within one inch of each other.
- d. All turbo charged engines are required to have one cable that must surround the engine block and head. This cable must be placed between first and second cylinder through exhaust manifold port area.
 - i. Cable must be minimum of 3/8 inch thickness, cable must have a minimum of (2) clamps at the splice.
- e. All turbo charged engines must have a 3 way dump valve before fuel pump.

5. Turbine Engines

- a. Only T-53, T-55, T-58, T-64 and JFTD-12 turbine engines are allowed in CMP competition. (No homemade turbines)
- b. No turbine engine will use a clutch/flywheel assembly or an automatic transmission.
- c. Exhaust pipe must extend a minimum of six inches above top of engine opening and diameter to be no smaller than 1" of engine outlet.
- d. All air intakes shall be screened with a metal screen having a 3/16 inch or smaller openings.
- e. No turbine engine and governor setting will be operated beyond military temperature and RPM limits.
- f. Each turbine engine is required to have an over-speed shutdown consisting of a speed monitor activating a normally closed solenoid valve located between the fuel control and fuel manifold. The trip setting to be low enough to prevent over-speed in case of driveline failure.
- g. All turbine engines must have a 360 degree steel or composite shroud containment system securely fastened around the turbine hot section.
 - i. Steel shroud a minimum of 3/8 inch for engines below 1500 hp and a minimum of 1/2 inch steel for 1500 hp and above.
 - ii. Composite Shroud System- T-53 and T-55 require 25 layers of 328 weave Kevlar 29 material or current replacement number. T-58, T64 and JFTD-12 require 40 layers of 328 weave Kevlar 29 material or current replacement number. Numerous bolts inserted through the three segments (metal/ Kevlar/ metal) are required.

6. CMP is incorporated as a limited-liability corporation in the State of Minnesota.

- a. CMP LLC will take full responsibility for any mishaps.

7. CMP is governed by a board of directors elected to a 3-year term.

8. CMP Board of Directors will decide all controversies.

9. Tractors are allowed two hooks per event **and trucks are allowed one hook per event**
10. Entry fee at each pull will be paid by the puller and will be advance entry fee price since CMP member's names are sent to promoters prior to the pull. The promoters of point's pulls will be sent a list of drivers and tractors prior to the pull and the order they will pull in. There is no need for CMP members to sign up ahead of time at a points pull.
- Registration closes 30 minutes before the event start time. If you haven't registered you will not pull. If you are unable to register in time you must call/text 320-248-1536 thirty (30) minutes before event start time to make arrangements to register.
 - If you cannot make it to a pull, please notify CMP secretary so they can get the information to the promoter. Call /text 320-248-1536, e-mail rcmidd@hotmail.com
11. Membership fees:
- \$ 35.00 per **truck or** tractor, per class (\$70.00 for 2 classes)
 - \$ 60.00 per **truck or** tractor per class (\$120.00 for two classes) for spectator liability insurance
 - \$ 35.00 for non-member one time hook fee per class
12. CMP classes:
- | | |
|----------------------------------|-----------------------------|
| Improved Diesel 4x4 8500# | 3.0 Diesel 4x4 8000# |
| Limited Modified 6200# | |
| Modified 6000# | Modified 6500# |
| Light Super Stock 6500# | Light Super Stock 7000# |
| Open 8500# | Open 9000# |
| Pro Farm 9500# | Pro Farm 10,000# |
13. Weight will be certified at or before first pull of the season.
14. Board of Directors can have a class weighed or inspected at any time.
15. Anyone found cheating will be disqualified and no place money or points will be granted for the pull.
16. Protest fee will be \$150 for all weight and/or rules challenges. All **competition vehicles** for that class will go across the scale and be inspected.
17. Regulations of the track:
- Track must be minimum 30' wide.
 - Track must have boundaries marked with chalk, stakes, or both.
 - 75' Retry (must attempt to stop by 75')
 - Track flagman must be visible, an orange vest is recommended.
 - Must have first responder on site.
18. If you choose not to pull because of track conditions – you do not receive points for that class.

19. If your tractor breaks in the light class and you cannot pull again, you will receive hook points and last place points for your heavy class.
20. If a **competition vehicle** is unable to hook in the class it is registered, NO points or purse money will be paid.
21. First puller in each class will have the option to pull again. This decision must be made by the DRIVER immediately following their first pull before leaving the sled, returning as last hook of their class.
22. A **competition vehicle** will hook to the sled within 5 minutes after the sled is reset. If unable to hook the vehicle will be allowed to drop to last position in the class.
 - a. The last vehicle in each class will be given six (6) minutes to hook and make an attempt after the sled has been reset.
23. Disqualification out of bounds is given only if the tractor goes out of bounds, not if the skid or skid flaps goes out of bounds
 - a. Full points and prize money will be awarded by CMP
 - b. When disqualified for out of bounds, a driver will receive last place points and purse for last place if there is purse money not awarded to non-disqualified drivers. If more than one driver is disqualified points will be split between the drivers and any purse money will be split between the disqualified drivers.
24. Promoter cost **-\$5200 or \$7000** for club event depending on the option the promoter chooses.
25. Points awarded:
 - 1st place 15 points + 15 hook points = 30 points
 - 2nd place 14 points + 15 hook points = 29 points
 - 3rd place 13 points + 15 hook points = 28 points...And so on.
26. Points are awarded to competition vehicles, not drivers.
 - a. All vehicles must be registered for each points class and CMP insurance for the year paid before points can be earned. No back dating payments for points.
 - b. All drivers of a competition vehicle must be a paid member or pay per-hook fee for each class.
27. Competition Vehicles must hook 50% or more of annual CMP points events to receive end of year points payout.
28. You will not receive points until any payment due is in CMP's possession. It is advised that you pay your membership and/or insurance dues prior to the first pull so there are no controversies or conflicts.
29. To be eligible to vote, membership must be paid at annual meeting.
30. Banquet is the first Saturday in December. Annual Meeting is in January. Check CMPpullers.com for date.

Class Rules

Limited Modified Tractors 6200#

1. ALL GENERAL RULES APPLY
2. Engines allowed
 - a. Single automotive OEM engine
 - i. No more than 525 CID.
 - ii. OEM cast iron block Ford, GM or Mopar.
 - iii. Production heads either cast or aluminum.
 - iv. Any type of carburetor or injection and manifold set up is allowed.
 - v. No blowers or turbos allowed. Only natural aspirated engine.
 - vi. Fuels: Race gas or Methanol allowed as fuel. No diesel fueled engine.
 - vii. Single stage nitrous injection allowed.
 - b. Single agricultural OEM engine
 - i. Tractor must have OEM engine block cylinder head, transmission and rear-end housings.
 - ii. Any carburetion is allowed on NA engine
 1. No fuel injection.
 - iii. No cubic inch limit on naturally aspirated engines.
 - iv. Turbo diesels are limited to 360 cubic inches, no de-cubing allowed.
 1. Turbo diesels limited to one turbo, not larger than 2.3 intake.
 2. Turbo diesels limited to one injection pump not larger than Bosch A-series.
 - v. Steel flywheel and pressure plate.
3. Tire size limited to a maximum of 30.5 x 32 Agricultural tires.
 - a. Any tire type allowed (cut, double cut, etc)
4. Any rear end style allowed.
5. Can also hook either 6000# or 6500# Modified Tractor Class, but not both.

Modified Tractors 6000# & 6500#

1. ALL GENERAL RULES APPLY
2. Maximum tire size 30.5 X 32
3. **Engine combinations allowed (All tractors are limited to one of the following combinations)**
 - a. Gas/Alcohol automotive style engine (s).
 - i. Single engine – allowed single stage forced air induction or multi-stage nitrous oxide systems.
 - ii. Multiple engines - Engines must be naturally aspirated.
 1. Single stage nitrous allowed.
 - b. Turbine engine
 - i. Limited to 1500 rated horsepower per NTPA spec.

Light Super Stock Tractors Diesel/Alcohol 6500# & 7000#

1. ALL GENERAL RULES APPLY
2. Maximum tire size 30.5 X 32
3. One engine, OEM cast iron block, multi-chargers for that make of tractor.
4. Turbo charged engine must have two 3/8 inch bolts (Grade #5) in vertical portion of exhaust pipe(s). Bolts must be installed 90 degrees to each other, within one inch of each other.
5. Diesel fuel tractors get 200# grace.
6. Turbo charged engines are required to have one cable that must surround the engine block and head. This cable must be placed between first and second cylinder through exhaust manifold port area. Cable must be minimum of 3/8 inch thickness and minimum of two clamps and/or swedge at the splice.
7. Must have a 3-way dump valve before fuel pump.
8. All drivers in this class must be able to pull the air and fuel shutdowns from driver's seat. Air and fuel must shut down from rear of tractor where skid hooks onto tractor.
9. One six-cylinder injection pump.
10. Must look like a tractor.

Open Tractors 8500# & 9000#

1. ALL GENERAL RULES APPLY
2. Maximum tire size 30.5 X 32
3. No engine restrictions.
4. Any combination of engines, transmissions and final drives.
5. Make Weight – Pull

Pro Farm Tractors 9500# & 10000#

This class has multiple combinations of single turbo diesel tractors (Pro Farm and Improved Stock tractors) with weight adjustments for some combinations. Only the below combinations are allowed. Weight handicap can be and will be used to adjust fairness in the class. This will be determined by a majority of the CMP Board.

- All general rules apply
- Diesel Fuel Only

1. Pro Farm 9500# & 10000#
 - a. Maximum tire size 20.8 X 38
 - b. Engine
 - i. Water injection allowed.
 - ii. OEM block and head.
 - iii. No overhead cams allowed. Maximum 2 valves per cylinder.
 - iv. Turbo restrictions: Turbo must have a 3 inch maximum ID pipe with a 3" minimum length before the turbo no more than 3" from the face of the wheel. All inlet and exhaust air must flow through this restriction.
 - v. The maximum allowed size pump for diesel injection is a p-pump
 1. No aftermarket housing
 - vi. Only one plunger per cylinder allowed.
2. Improved Stock 10,000# & 10,500# (allowed 500# over Pro Farm tractors)
 - a. All general rules apply with the following exceptions:
 - i. 3-way dump valve – See rule #10
 - ii. Deadman throttle- Not required, but highly recommended
 - iii. Cast, wedge lock, pressed, and welded hubs allowed
 - iv. Roll cage- See rule #2
 1. ROPS with seatbelt or Roll cage with 5-point required.
 - a. ROPS must be factory or factory equivalent.
 - b. Maximum tire size of 20.8x38
 - i. **Agricultural tires only.**
 - c. Engine combinations allowed
 - i. Stock appearing - block, driveline, transmission, front axle, rear end and sheet metal.
 - ii. All must match make and model of the manufacturer.
 - iii. Engine must have with OEM Ag head, intake & exhaust manifolds
 - iv. Water injection allowed.
 - v. No intercoolers, aftercoolers and/or ice boxes.
 - vi. **Turbo and Injection Pump restrictions**
 1. **One turbo with a Maximum inlet of 2.8" with 1 stock appearing rotary pump or A-pump.**
Or
 2. **One turbo with a Maximum inlet of 2.6" with 1 stock appearing injection P-pump.**
 - d. Must have fuel shutdown before pump.
 - i. Shutdown must be convenient and accessible to driver.
 - e. Air shut down also required from rear of tractor where skid hooks onto tractor.
 - f. If SFI safety blankets are not used, drive train components must have 360 degree steel shroud of 3/16 inch or greater.

Improved Diesel 4x4 Pickups 8500#

1. Ballast: No hanging of front weights is allowed. No weights in the cab. Must be placed in the box.
 - a. Aftermarket front bumpers allowed, any homemade bumpers will be at the discretion of tech officials.
2. Chassis: The OEM chassis is mandatory. 4-wheel factory working brakes. OEM Suspension.
 - a. NO AIR BAGS OR AIR SHOCKS.
 - b. Bolt in rear blocks allowed.
3. Driveline: An OEM Transmission, Transfer case, and drive axles only.
 - a. Stock style suspension only. Lift kits allowed.
 - b. Rear traction bars allowed, must have a loop on the bar.
4. Tires: DOT approved Rims and Tires. Siping allowed. 35-inch maximum height.
 - a. Factory dually trucks Only. No bolt on duals allowed.
 - b. No Cutting grooving or grinding allowed.
5. Body: The body must be the OEM truck body including the full bed floor. Complete interior and all working components.
 - a. Fiberglass hoods and roll pans are permitted. must be shielded with metal skin a minimum of .060 thick.
 - b. Factory installed pickup bed or commercial style aftermarket bed must be installed.
6. Batteries: Batteries must be in stock location.
7. Engine: Blocks must circulate coolant freely. All factory belt driven accessories, must be retained and powered via the crankshaft by a standard serpentine or "V" belt.
8. TURBOCHARGER: Single Stock appearing Year Specific Turbo of 68mm or less in stock location. I.E. (No 2nd gen swaps) Turbos must use the stock pedestal, no special adaptors or T-4 flanges. No S300 or S400 turbos, no smooth bore turbos. 6.4 Ford Powerstroke is the only vehicle allowed factory twin turbos. 7.3 Ford Powerstroke may use a T-4 flange in factory location.
9. Harmonic Balancer: All engines turning more than 4500 RPM must be equipped with a harmonic balancer or dampener meeting SFI Spec 18.1.
10. Exhaust: Vehicles are recommended to be equipped to direct exhaust upward.
 - a. The exhaust must exit rearward of the driver's compartment.
 - b. Two 3/8 diameter bolts must be installed through exhaust pipe in a cross pattern within 1 inch of each other, as close to the turbo as possible.
 - c. No Hood Stacks.
11. Cooling System: Radiators must be in stock location and be of at least stock size. Electric cooling fans are permitted.
12. Fuel: Limited to a single factory High Pressure pump.
 - a. The fuel must be pump #1, #2 diesel or Soy/Bio diesel.
 - b. Fuel must be commercially available. Oem Fuel tank must be used. No propane, NOS, or water injection.
13. Hitch: The hitch must be a factory receiver-style hitch. 3.75 hitch hole must be exposed at rear of vehicle. Final decision of legality of all hitches resides with the head tech official.
 - a. Minimum of 44 inches from center of rear axle back. Maximum 26-inch hitch height.
14. Intercoolers: Only air to air intercoolers are allowed.
15. Kill Switches: An Electronic shut down that must kill power to electric fuel pumps. Must be mounted within 12 inches and above the pulling hitch.
 - a. Air shut off is recommended.
16. Safety Equipment: All drivers must wear a helmet, and a fire suit (jacket and pants).
 - a. Must carry a fire extinguisher in driver's compartment.
 - b. All exposed u-joints must be shielded, along with axle bolts.
 - i. Full loops and shields recommended.

3.0 Diesel 4x4 Pickups 8000#

1. Engine: OEM Block and Heads.
 - a. Aftermarket replica heads allowed.
 - b. Must have a deflection shield on both sides of block a minimum of .060 thick.
 - c. Engine must remain behind stock grill location.
 - d. The exhaust must be upright only. With (2) 3/8 bolts crossed as close to the turbo as possible.
 - e. The turbocharger is smooth faced intake housing, limited to a maximum of 3.0" inlet, (no map ring) with all air entering through the 3.0" opening. Intake wheel must protrude 1/8th inch inside of opening
 - f. Diesel Fuel only Illegal fuels: no N.O.S., Alcohol, propane, or oxygen enhancing.
 - g. Fuel tank or fuel cell must be securely mounted. Not in cab or under hood.
 - h. Largest injection pump allowed is a P-pump with one plunger per cylinder.
 - i. May inject water.
2. Body:
 - a. The body must maintain a somewhat factory appearance.
 - b. Must have steel body. Fiberglass hoods must have a metal skin of 0.060 inch.
 - c. Must have a complete firewall with no holes except for controls.
3. Chassis:
 - a. Must use OEM Frame
 - b. Maximum factory wheel base is 170" width max 102"
 - c. Any modified frames wheelbase 158" width max 102"
4. Driveline:
 - a. Any transmission or reverser allowed.
 - b. Clutches may vary but must be enclosed in an explosion proof bell housing (must be SFI approved).
 - c. An automatic transmission and torque converter must be enclosed in scatter blanket or external shield (SFI approved).
 - d. Flex plate must be SFI approved.
 - e. Non-OEM rear-end housings and front axle housings allowed.
 - f. Non-OEM transfer cases allowed.
 - g. Must have a minimum of 3 loops per drive shaft with a minimum of 3/8 inch aluminum or 5/16 inch steel enclosed 360 degrees, not more than 2" from shaft in any direction. U-joints must be enclosed 360 degrees and shielding to extend 4" from center line of u-joint and be fastened with 3/8 or larger bolts, grade 5 bolts accepted. Must have shielding on drive axle hub bolts. All shields must be securely mounted to the vehicle. Any intermediate shafts must be fully enclosed. (Between Tranny and transfer case.)
5. Tires
 - a. D.O.T. tires of maximum height 35" on any size rim. NO cutting, grooving, or grinding allowed.
 - i. Siping is permitted.
 - ii. Dual Rear tires permitted.
6. Hitch Hook point must be minimum of 44 inches from center of rear axle back. Maximum 26 inch hitch height.
 - a. If using a Reese receiver-style hitch a 3.75 hitch hole must be exposed at rear of vehicle
7. Safety Kill switch for fuel pump and air guilittine required.
 - a. Kill switch must be located within 24" from point of hook and may be six inches off center.
8. Drivers must wear a helmet, firesuit (either single or jacket and pants) and seat belt/harness. The protective clothing must be labeled with the proper SFI specification.
 - a. Must carry a fire extinguisher in driver's compartment.