

ITPA General Rules

Revised January 2016

1. ITPA Board of Directors will make all rules for each class, general rules and by-laws.
2. Membership fees are \$150 per truck (per class) if sanctioning more than one class and \$50 per person. A \$50 discount will be given if memberships are paid at or before the spring meeting. A puller can also pay \$100 plus hook fee at their first event and \$100 plus hook fee at their next attended event until the \$200 membership is complete. To qualify for points your full membership must be paid before or at the first event for your class. Purchase of a membership card does not allow for free admission to all events. It also does not allow admission of family members.
3. There is a \$30 per truck hook fee for every event. Limited time members will be charged a \$60 hook fee for every event attended.
4. Any contestant pulling in an ITPA sanctioned pull must be a member of ITPA. Members under 18 years of age must have a notarized written parental permission slip on file with ITPA before pulling. Minor must have a designated guardian at all pulls.
5. Before each pull all drivers/members will be expected to attend the drivers meeting to determine necessary track help for the event. Questions and complaints will be heard at this time.
6. Classes will be 6200lb 4 Wheel Drive Super Stock and Pro Stock, 8000lb 2.5 Diesel, Pro Stock Diesel. Weight includes driver. ITPA board will make all rules for each class.
7. If a class doesn't maintain a 3.5 average they will be brought up for a board review. All board reviews will be final. This vote by the board will require a majority count to pass. To count towards the 3.5 average for the class, the trucks must not be able to pull in a lower class offered and must meet all rules of the class.
8. Only one truck placing will be paid per truck per class. Trucks may compete in multiple classes for points, provided class membership is paid and the truck meets the rules for the class they wish to run in.
9. Must pay membership for class truck is sanctioned in, can bump up a class without paying a membership, but will receive no points.
10. The Board of Directors will determine class payouts. There will be 10% withheld from each check written and placed in the points fund.
11. We will run on a 45 point system.

1st- 45pt	7th- 27pt
2nd- 42pt	8th- 24pt
3rd- 39pt	9th- 21pt
4th- 36pt	10th- 18pt
5th- 33pt	11th and down- 15pt
6th- 30pt	

ITPA General Rules

Revised January 2016

12. In the event of a rain out. If the pull has started, all trucks entered will receive 15 points. If the pull is rained out prior to the start of pull, all drivers must report to the secretary to verify attendance and receive 15 points. Trucks must be present along with driver to receive the points.
13. 15 points will be received for attending the spring meeting.
14. If the truck breaks before hooking it will receive 5 points. If the truck hooks to the sled and attempts to move and breaks, it will receive last place points and monies.
15. Sanctioned events for points can not be added to the schedule after July 31st without approval by majority of the board.
16. At the last pull, there will be no ties in point standings for the top 5 trucks. Ties will be decided by placings for the season. The person with the highest placings for the season will be awarded the higher placing. In the event of a tie during the season for 1st place there will be a pull off. Any other tie for placings, all drivers must agree to pull off or split the money.
17. The year end points pay out, ITPA will pay back 5 places in each class. But, you must participate in 65% of your class events to qualify.
18. All drivers must wear SFI 3-2A/1 approved fire jacket (zipped all the way up) and SFI approved long pants. SNELL or SFI approved helmet must be worn.
19. All pulling vehicles will have a kill switch. Kill switch must kill engine and kill power to electric fuel pump. It must be located in the rear center of the vehicle. Maximum of 12 inches off center in either direction. 24 inches maximum above the point of hook. All trucks must have neutral start safety switch. If kill switch is pulled by anything other than the sled operator, truck will be allowed to re-pull in original order, drop 3 positions or last. Flagman and tech official from that class must verify how the kill switch was activated. BEFORE THE DRIVER EXITS THE VEHICLE. If the driver exits the vehicle, the pull will be measured where the sled sits. If the kill switch is pulled by the sled operator or for any other reason (accidents, etc) and the engine does not die, the truck is automatically disqualified.
20. Each truck must have a light located near the kill switch that comes on when the transmission is in reverse position.
21. All vehicles must have seat belts. And drivers must wear them.
22. All foot throttles must have a toe strap.
23. All pulling vehicles are required to carry a working charged fire extinguisher of at least 2 1/2 pounds, located within the drivers reach. ITPA will provide two larger fire extinguishers along side the track.
24. No fuel lines, fuel gauges, fuel tanks, fuel pumps, radiators, water hoses or batteries (factory installed only) inside cab.

ITPA General Rules

Revised January 2016

25. Windshields can not be tinted darker than to allow flaggers to see driver through the window in clear daylight hours.
26. All weights shall be securely fastened to vehicle and are to be kept within the vehicle body.
27. All flip top body trucks will have a escape hatch, door on top or back of body, or a working drivers door.
28. Minimal tow hook permitted on front. Subject to tech officials.
29. All hitches must have a minimum opening of 3 inches wide by 3 3/4 inches long.
30. The engine must be shielded at .060 inch thickness. Height to extend to bottom of cylinder head and must cover entire length of engine. No unnecessary holes in the firewall. Any engine driven fan must be shrouded 360 degrees. No shield required if you have fender wells.
31. Each engine equipped with harmonic balancer that is not SFI approved must be shielded 360 degrees with a minimum of 1/8 inch steel. Solid balancer must have a minimum of 1/16 inch steel. Water pump will act as top shield. Shield must have strap or straps that will keep harmonic balancer from working forward.
32. Vehicle must have SEMA approved scatter shields or blanket. All automatic transmissions must have SEMA approved scatter blanket. All fly wheels and flex plates must be SFI approved.
33. U-joint shields: 3 inches long of 1/4 inch thick steel or 3/8 thick aluminum. Also 3 driveshaft loops per shaft, u-joint shield acts as one loop. Driveshaft loops must be a minimum of 3/4 inch wide and 1/4 inch thick steel. All intermediate shafts must be fully enclosed with 1/4 inch steel or 3/8 inch aluminum. All shields and loops must encircle the driveshaft or the u-joint 360 degrees.
34. All pulling vehicles must have working brake system.
35. All rear ends, except planetaries, are required to have axle and hub shield.
36. There will be a \$10 charge to anyone not in line to sign up at least 30 minutes prior to the start of the pull, unless you call President, Vice President or Secretary/Treasurer before the start of the pull.
37. No entries can be accepted for class after the hook is dropped in first truck (official or unofficial, measured or unmeasured).
38. Speed limit off the tract (pit, staging lane, entrance or exit) is 5 mph.
39. One driver is allowed in the vehicle while pulling.
40. Flagmen: must be ITPA member. 2nd Flagger must be a ITPA board member or a board approved person. All decisions on the track belong to the second flagman and all calls will be final. The flagman have the right to stop the pull and disqualify any vehicle if it is not being

ITPA General Rules

Revised January 2016

operated in a safe manner. Flagmen have the right to stop for reasons of safety. The board of directors will handle all other decisions. All other track help can be members or non members.

41. Contestant must stop when flagmen holds up or waves the red flag or be disqualified to last. Flagger must be in front of the truck.

42. Trucks must be staged prior to pull. If mechanical starting problems occur, track official should be notified so that the next truck in line can pull. The truck may enter line up when able to do so upon notifying track official. Starting line flagman and tech official from that class must verify mechanical problem before next truck is allowed to pull.

43. Only track officials, driver and one crew member are allowed near the pulling track. Crew member must be off to the side of the pulling track.

44. Sled may be spotted at starting line, but must be spotted before sled is pulled back, regardless of previous pullers performance.

45. All pulls must start with a tight chain. All trucks must back up, tighten chain, and attempt to pull all on its own power to receive points. No jerking of the sled.

46. The first puller gets the option to drop and come back in third or last position. Third position is defined as third measured pull in the class. Designation of position must be made before leaving the track at the time of pull.

47. The contestant will be allowed two attempts at 100 feet to start sled. Contestant must be out of throttle by the time the front of sled reaches the 100 foot line. Starting line flagman has the say if the truck has made an attempt to stop by the 100 foot mark. The first flagman decision is final. Track length goal is 300 feet, but track officials will be determining pull distance with board members. Pull offs will always be floating finishes. Exceptions can be made for adverse conditions to be judged by sled operator and board of directors. If sled is reset or the class is interrupted by weather, the class will restart in original order.

48. In the event an entry breaks on first attempt to start sled before passing 100 foot mark, the driver may use his/her second chance to drop 3 positions or go to the end of the class. Starting flagman and board member during that class must verify mechanical problems before next truck is allowed to pull. Starting line flagman has the say if the truck has made an attempt to pull. Starting line flagman has the say if the truck has made an attempt to stop by 100 foot mark. The first flagman's decision is final.

49. Pulling vehicle tires must stay within track boundaries or be disqualified to last place.

50. An individual's pull is considered complete when forward motion of sled stops.

51. All pulls will be measured with most accurate increments of sled measuring system (laser, gps) or measured to the nearest inch by hand.

52. Any truck making a full pull must have the same driver in pull off and the truck will have one attempt to move the sled.

ITPA General Rules

Revised January 2016

53. The board members have the right to weigh in any or all winners.

54. All trucks must pass the class tech inspection before monies or points are given. Trucks will be pumped by protest only at a fee of \$500 to the protester. If contestant fails to pass pump test, all points and monies will be forfeited and contestant will only receive future monies and points for the pull when pump test is passed in thereafter. Pump technician chooses cylinder to be pumped. After passing tech inspection, truck will be given a tech sticker. Tech committee must pass all vehicles for every item before start of second pull, exception being for kill switch. NO truck will be allowed to pull without a working kill switch.

55. \$500 cash fee must be posted to pump engines accused of being over legal cubic inch limit. This fee covers pumping only. Engines cannot be torn down unless \$1200 is posted; however, the owner of the truck being protested has the right to tear down to prove it is legal. Protest must be made during the class the person is participating in, not after the class is over. The class is officially over when the red flag is thrown on the last truck participating in the class. Protester must be a driver in the same class as the same event when protest is made. If protester loses, he or she loses all accumulated points for that truck for that class. Persons being protested must be notified immediately. The vehicle protested will have five days to prove legal. If seal and/or seal paint is disturbed engine will be counted as illegal. In the event of a protest, no money or points will be issued to protester until protest is resolved. The winning party will receive \$1000 and the tech committee will receive \$200. Cubic inches measured by stroke and cylinder bore. A 1% tolerance will be allowed.

56. To protest a vehicle for other than engine displacement, it must be made before protested vehicle leaves the track. Protester must post a \$500 cash fee. Protester must specify items to be inspected at the time of protest. Protester must be a driver within the same class and same event when protest is made. If protester loses, on first offense he or she forfeits all money and points to be received from the class for that event; second event he or she loses 1) money for that event, and, 2) all accumulated points for that class. Persons being protested must be notified immediately. The vehicle being protested will have a Tech Committee member assigned to it until inspection takes place. In the event of a protest, no winners and no prize money will be paid until protest is resolved. The \$500 money goes to the winning party.

57. Fuels:

Acceptable fuels: Any advertised commercially available fuel. No Nitromethane, Nitrous oxide or pressurized fuel tanks. Alcohol, Gas and diesel fuel only. Fuel will be checked by protest only. Absolutely no additives are allowed to the manufactures blend (upper lube is allowed in alcohol, no scents allowed) and fuels cannot be mixed period, excluding diesel classes.

Test Procedure: Alcohol/Methanol: fuel will be tested with a hydrometer and specific gravity must test within five thousandths (.005), plus or minus, of the temperature corrected specific gravity at all times. Failure to do so will result in the loss of 1) all accumulated points and 2) points and money to be received from the event test has failed. For protest and/or proving legal procedures see below:

- 1) Gasoline: Fuel will be tested with either or all of the following: color, hydrometer, dielectric meter or testing at ITPA approved lab. To fail any of these tests competitors will lose. A) All accumulated points and B) points and money for that event.

ITPA General Rules

Revised January 2016

- 2) Hydrometer: fuel must test within five thousandths (.005) of temperature corrected specific gravity for fuel used.
- 3) Dielectric Meter: any fuel testing with a positive (one or above) number is known to be and considered legal.
- 4) Color: fuel must match color as it designated by manufacturer.
- 5) Lab: a pure sample will be shipped along with the suspect sample to the lab and if samples are not identical as to ingredients, suspect sample will be considered illegal.

58. Protest Procedure: Protest must be made by competitor within the same class and made before the vehicle of protest has left the track (general rule #25). Protester must post \$500 for an "in-house" ITPA protest of fuel. If fuel passes ITPA test, the one protested receives the \$500. If the fuel fails the test, protester receives back the \$500 and competitor is deemed illegal and loses all accumulated points and money for that event. To protest a competitor for the lab test, protester must post the \$500 and agree to pay shipping and all testing costs by the lab. If the test is legal, the remainder after lab and shipping fees will be given to the one protested and if test is illegal, the remainder after lab and shipping fees will be returned to protester. Prove legal procedure: If your fuel is deemed illegal, you have the option of sending your sample fuel along with a pure sample to a ITPA approved lab at your expense. If fuel is legal you will receive : a written apology from ITPA and all points and money due as a legal competitor.

59. Appeals are to be taken to: 1) track officials 2) President 3) In writing to the Board of Directors.

60. Pay:

President: \$100 plus one free hook fee per event.

Vice President: \$100

Secretary: \$100 plus \$5 per vehicle at event.

Treasurer: \$100 plus \$5 per vehicle at event.

ITPA General Rules

Revised January 2016

RULES OF DISQUALIFICATION:

1. Intoxication of a driver!
2. Any unsportsmanlike conduct before, during or after a pull will not be tolerated and will result in:
 - a) 1st offense - vacate the event immediately with a DQ automatically at that event
 - b) 2nd offense - membership revoked for 366 days from the date of the offense.
 - c) 3rd offense - banned for lifetime
3. Loss of safety equipment or its failure to function.
4. Excessive loss of liquid, except internal breakage.
5. Illegal fuels.
6. Pulling vehicle tire goes out of bounds during competition.
7. Unsafe operation of vehicle on or off the track.
8. Loss of weights during a pull, except for internal breakage.
9. Illegal equipment.
10. Leaving the starting line under red flag or failure to stop when red flag is waved.
11. Failure to comply with any rules will result in automatic disqualification.
12. Any truck that pumps over cubic inch limit.
13. Violation of #6 results in last place points for night and monies if any.
14. Violation of #5 and #12 results in loss of accumulated points.