

## ***2016 MMOGTA Antique Class Rules (3mph) Division 1***

**Classes: 2750, 3000, 3500, 3750, 4000, 4500, 5000, 5500, 6000, 7000, 8000**

1. Hitch no higher than 18 inches. Hitching point must extend beyond radius of rear tires. Hitch and Drawbar must be rigid in all directions. Original hitch is recommended and may be modified or fabricated hitch may be used (Fabricated hitches must be made of steel only, no aluminum). If original hitch is modified or a fabricated hitch is used they must meet chairmans/tech comities approval. Hitch must be mounted in stock locations. Turn buckles may be used, but must be category one and cannot be mounted higher than top of the rear axle housing (unless using in place of factory mount. If using factory mount turn buckles must be mounted at the same height). If using turn buckles two must be used and be independent form clevis. Turn buckles must be category one and a 3/4 inch bolt must be used.
2. Opening for hook must be a minimum 3" wide by 3 1/2" deep with 3/4- inch of material around the hole. Hook must swing freely. Material must be a minimum of 3/4 inch and no thicker than 1.25 inch. No twisted or vertical clevises
3. Tractors must have stock front tire size and original equipment front and rear wheels (with the exception of pressed steel on rear). Front tires must be an agricultural tire. Rear tire size is limited to maximum allowed diameter for the class. No weld on hubs will be allowed. Spoke wheels may be used providing no modifications are needed to attach to the tractor.
4. Tractors must maintain original stock appearance (with exception to rear press steel, hitches, weight brackets, and safety equipment). No removing of front tire or wheel to make weight. No Relocation of Battery. If Tractor was available With Battery from Factory, Battery Must Be in Stock Location. If tractor was not equipped with a battery it must be located behind the radiator or stock location for that series. Must use stock fuel tank in standard location. No Aluminum Replacement Parts. Replacement parts are allowed but they must be for that series of tractor example (Farmall H could use a Super H, 300, or 350 blocks, carb, exhaust manifold, head etc. Power blocks for JD will be allowed). The term "REPLACEMENT PART" is identified as any part available for that tractor make and model of that era, or reproduction parts that duplicate the original part. ALL REPLACEMENT PARTS MUST MEET CURRENT CHARIMAN APPROVAL.
5. Must run stock RPM's (no load M&W RPM chart)
6. No external ignition boxes may be used. Magnetic pick-up to replace mechanical points allowed if it fits under the distributor cap. Factory size and appearing coil only.
7. A 3 MPH speed limit will be enforced. Tractors will pull in first gear, low range. Tractors with torque amplifiers etc can pull in direct drive or under drive. NO shifting of TA's etc. allowed "On the Go". While pull is in motion. Tractors with Low 1<sup>st</sup> Gear can Pull In 2<sup>nd</sup> Gear If 2<sup>nd</sup> Gear Full Throttle Is Slower Than 3 MPH. (cockshutt,coop, Late Model A and B john Deere)
8. There will be a 100 foot speed limit cone. Tractor must be at full throttle by 100 foot. "TRACTORS WILL NOT BE ALLOWED TO BLOW THE HORN AFTER THAT POINT". Any tractor blowing the horn after that point will be disqualified. Any tractor thought to be "SAND BAGGING", holding back and throttling up toward the end of the pull, will be checked off track with a hand held GPS unit. Any tractor exceeding 3MPH off track while being tested will be disqualified
9. For tractors in 2750# through 6000# classes, maximum of 15.5x38 tires. 16.9 for 33 inch and smaller diameter rims or stock sizes on standard tread tractors. For tractors in 7000# and 8000# classes, maximum of 16.9x38 tires, or stock sizes on standard tread tractors (maximum 18.4x34).
10. No full cut tires allowed. No restrictions on the tops of lugs. Fronts of lugs and casings between Lugs cannot be altered.
11. Wheelie bars and fenders recommend, but will be mandatory 2017 along with rear kill switch.
12. All rules, unforeseen problems or oversights will be ruled on by the pulling committee with their decision being final.

**For further information contact:**

Kyle Fuoss @ 989-721-1375 and John Oakes 989-323-7219

