

2026 MMOGTA Division 1 Rules

Classes (lbs): 2750, 3000, 3500, 3750, 4000, 4500, 5000, 5500, 6000

1. 3 MPH speed limit. There will be a 100-foot speed limit cone. Any tractor blowing the horn after that cone will be disqualified. Any tractor thought to be "SAND BAGGING" or holding back and throttling up toward the end of the pull, will be checked off track with a GPS unit. If tractor exceeds 3MPH off track during test it will be disqualified
2. 15.5x38 maximum tire size. 16.9 for 34 inch and smaller diameter rims or stock sizes on standard tread tractors. No full cut tires allowed. No restrictions on the tops of lugs. Fronts of lugs and casings between lugs cannot be altered.
3. Tractors must pull in first gear, low range. Tractors with torque amplifiers 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 1st gear can pull in 2nd gear if 2nd gear full throttle is slower than 3 MPH. (Example: Cockshutt, Coop, Late Model A and B John Deere)
4. 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 chairman's/tech committees 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.
5. 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
6. 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. Weld on hubs will be allowed with a minimum of 1/2" thickness. Spoke wheels may be used providing no modifications are needed to attach to the tractor.
7. 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.
REPLACEMENT PARTS MUST MEET CURRENT CHARIMAN APPROVAL.
8. Tractors must run stock RPM's (See the MMOGTA no load M&W RPM chart)
9. 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.
10. Wheelie bars, fenders and rear kill switch are mandatory. Wheelie bars must be independent of hitch, must be at least 4" behind the tires, no higher than 10 inches off the ground, no closer than 20 inches together, must have 5"x5" or larger pads and must support the weight of the tractor in its heaviest class.
11. All rules, unforeseen problems or oversights will be ruled on by the tech committee and the chairman of the class, with their decision being final. Rules are subject to discussion at the end of every year with exception to safety, oversights and unforeseen concerns that can be changed at any point.

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