

Maritime Truck & Tractor Pull Association

Annual Meeting – November 10, 2012

Windsor Club, Truro, NS

The annual MTTPA meeting was hosted by the Windsor, NS club on November 10, 2012. Meeting commenced at 10:08 am with 40 in attendance.

1. Welcome

Welcome by Kirby Densmore, Association President

2. Call to order – Identify voting members

Meeting called to order by Kirby Densmore, and seconded by Pam McEwen
Identification of voting members from each club:

- a. Centreville, NB – Bryon McGrath & Robert Pryor
- b. Grand Falls, NB – John Bellefleur & Dick Cyr
- c. Richmond Corner, NB – Ernest Atkinson & Steven McBride
- d. Presque Isle, Maine – Russell Bugbee & Terry Berube
- e. Crapaud, PEI – Jamie Thompson & Jason Webster
- f. Windsor, NS – Jasper Lunn & Robin Horsnell

3. Approval of Agenda

Motion to accept 2012 Approval of Agenda

Motion – Russell Bugbee Seconded by Jason Webster Motion carried 12-0

4. Approval of 2011 Minutes

- a. No business arising from 2011 Minutes

Motion to accept copy of 2011 minutes as is, provided and read by members present

Motion – Jamie Thompson Seconded- Terry Berube Motion Carried 12-0

5. Review of 2012 Treasurer's Report (full 2012 Treasurer's Report attached)

A detailed treasurer's report for 2012 was read by Treasurer, Chance McGrath, yearend balance on hand \$18 125.96 less 2012 banquet and award expenses

Business arising from Treasurer's report:

- a. Was asked by Ricky Springer which bank the association deals with and if they have a Community Account. Chance explained the MTTPA account is presently with a Credit **Union** and he will ask about a Community Account to possibly avoid some bank charges.
- b. Jason Webster spoke briefly on the Provincial Treasury PEI expense. He explained invoices will continue to be mailed, but at this time, do not pay them as he will try to resolve this issue over the winter months.

***Motion to accept 2012 Treasurer's Report**

Motion- Ricky Springer Seconded - Russell Bugbee, Motion Carried - 12 -0

6. Review of 2013 Fees (read by President, Kirby Densmore)

-Club Fee \$750. This is to cover the club registration for an MTTPA event.

-Membership Dues \$65. Yearly cost per pulling vehicle to cover tech man, insurance and the banquet.

-Insurance \$20. This is per vehicle per weekend to offset the cost of insurance.

-Any puller not wanting full membership will be required to pay the insurance fee \$20 plus \$30 for a weekend membership. Second time of attending an MTTPA event you will be charged the remaining \$35 for full-membership.

-Any card bearing members outside the Maritimes will be allowed to go to any MTTPA event without being charged membership registration. **BUT** will be required to pay appropriate insurance fees \$20 at each event per vehicle. These units will not receive awarded points.

Business arising from "Review of 2013 Fees"

- a. Russell Bugbee asked what each club receives for the \$750. Discussion of the following will be prepared in letter form and mailed to each club to share with organizers/boards of these events:
 - a. Use of the MTTPA name
 - b. Points
 - c. Tech man and tools
 - d. Rules
 - e. Dyno (\$450 per event)
 - f. Website/Advertisement
 - g. Each paid club receives two votes at the AGM

- b. Insurance was discussed: MTTPA \$20, MSTTPA \$10 – this insurance covers the tractor/vehicle while in the pit and on track. The sled insurance covers the sled only.

7. Election of Officers

****Motion of officers to remain the same for 2013***

Motion- Ricky Springer	Seconded - Ed Pryor	Motion Carried – 2-0
	President – Kirby Densmore	
	Vice-President - Brad Fox	
	Treasurer – Chance McGrath	
	Secretary – May Atkinson	

8. Discussion Issues

A. Website

1. Website Hosting Fee \$150 *Web updating \$300*
2. Picture section up and running this year. We can only update this info as it comes in from clubs

3. Would like people to send us info on their tractors and a few pictures and we will make a page for each tractor

Discussion: Info came in quicker in 2012. Sara will be adding a new section for driver/owners. Each one will have their own page with details of vehicle. No extra fee will be charged for this information on website.

Since the second weekend of June 2012 the website has had over 4000 hits. Many use it to check the points after each pull, stressing the importance for each club to submit results ASAP!

Jason Webster shared a thank you to Kirby and Sara for their hard and dedicated work on the website.

Brad Fox is looking into information to connect the MTTPA website to Facebook.

B: Points

1. All went well with points this year, just a reminder to members make sure your number is given to the people at the desk. Note to clubs, make sure the numbers are on your sheets.
2. We need the sheets sent to us by Monday, so we may update the points.

Discussion: Point came in quicker this year. Ensure correct number for tractor/vehicle. This also is the responsibility of each driver.

C. Tech man

1. Tech man needs training
2. People need to be available for being teched.

Discussion: The association needs to provide more training for the tech man. Recommended training would include the following: Turbo Charges, Overall Teching, Safety, possibly clutch inspection.

Drivers need to make self-available for teching!! Find the tech man when you arrive at each pull. Ricky does make himself available, not only at each pull, but in the local area will come and tech/inspect your vehicle before a pull.

Rick Springer has accepted to keep the tech man job for 2013.

Russell Bugbee discussed the issue of our tech man being a puller and his own vehicle is being scrutinized.

Our tech man should have check list for each vehicle teched. A standard one can be found on the NTPA website. This would leave a paper trail of whom and who has not been teched. Discussed: What is the best method, carbon copy, stickers or and ties for confirming vehicle has been teched.

Suggestion: Kill switches need to be checked at every pull! – Russell Bugbee

***Motion: Tech man will ask for another official to attend as he any vehicle associated directly to him.**

Motion – Jason Webster Seconded – Russell Bugbee Motion Carried – 12 - 0

D. Safety

1. I am asking all tracks have a roped off staging area and only pullers and pit crew be in that area.

2. Classes covered under NTTPA rule book need to read up on the rules.

Discussion: All pullers need to review the rule books, whether MTTPA or NTPA. Rule books are available on the registration table of each club; however, many do not receive one. Rule books need to be mailed out to pullers. Not everyone has a computer, and many prefer to have a paper copy.

Pre-register: Then a rule book and MTTPA registration card would be mailed to you.

Decision: Rulebooks will be mailed out to each puller when they become available.

E. Expansion

Are we as the MTTPA interested in developing an expansion program? In order to expand our sport we need to have a plan in place to help people get started.

1. Run smaller pulls and use our name and insurance for a smaller fee.
2. Use smaller none NTPA sleds for some classes at these pulls.
3. Are we interested in advertising at Trade Shows?

Discussion: President asked for thoughts on how to expand this event to new pulls. To work with other organizations who show an interest in this sport. Discussed that anyone could host a pull, does not have to be MTTPA, but because of safety and insurance it is not recommended to allow organizations who are not fully committed to use the MTTPA name at any price.

Jeff Steeves made comments on the Hartland Trade Show. The organization did promote it one year at this event in the past, and believes it did make a difference to the organization and clubs involved at that time.

John Bellefleur has checked into the Moncton Car Show, April 20 & 21, 2013. The cost is \$25/per vehicle. And the organizer has asked if the MTTPA could be there.

NB/PEI Provincial Tourism Books was also discussed; more info such as deadlines and cost must be looked into.

Universal kits including: Posters, brochures and full schedules were also discussed.

***Motion: Invest \$1000 to advertise at 2013 trade shows.**

Motion – Pam McEwen Seconded – Russell Bugbee Motion Carried 12-0

Volunteers for this committee: Kirby Densmore, Pam McEwen, May Atkinson, Brad Fox, John MacLeod, Russell Bugbee, Grand Falls will submit a name.

F. Club Reports

Clubs will be required to send in a report (sheet provided) on Monday with who paid what at their pull. We will update and send to next pull site.

G. Schedule Deadlines

We need to set some deadlines for events

Jan 15th Rulebook and Minutes posted on website

May 1st Class lists and Pull info available for Website

Monday after pull results and report to be sent to President or Vice President.
Implement fine for non-compliance.

Sept 15th Banquet host have info to President or Vice President

Sept 30th all resolutions be turned in to President or Vice President

Oct 15th Resolutions be back to members

Nov 1st Final Day for Banquet Tickets

Discussion: Monday directly after the pull does not seem reasonable, as most pulls are scheduled for Sunday. Implementing fines does not seem reasonable.

***Motion: Tuesday after pull results and report to be sent to President or Vice President. Implement of fines removed.**

Motion – Pam McEwen Seconded – Russell Bugbee Motion Carried 12-0

H. Registration

Would like to see a form put on website so you can preregister by mail for \$65 by the end of April. This would save a lot of paperwork at the first pull. Then charge \$80 for registration at the pull site.

Discussion: Pre-register \$65 – Membership card and rule book will then be mailed out to registered member.

Jamie Thompson: Enough fees are in place now. Offer a discount for early registration.

Decision: Pre-registration will not be set up for members, at this time no discount will be offered, nor will fees be higher for registration at event.

I. Club Discussion Time

1. Open to all Clubs for discussion about their event.

Centreville, NB: Good Pull.

Richmond Corner, NB: Everything was good.

Windsor, NS: Will not be hosting a 2013 event. Pulling numbers are down. The exhibition grounds are not a feasible site to host this type of event. Hope to build a bigger committee and possibly host another event sometime in the future. –

Crapaud, PEI: Thanked everyone for coming. Good pull.

Grand Falls, NB: Great Pull!!! Considered stopping the steak supper, but will continue again next year. Asked about hosting the Saturday night dance, are pullers interested in this activity? Remarks: to try it again one more year, then review it. Attendance depends on many things throughout the day such as weather, how long the pull went, etc... 2013 event will be offering a 30 minute Motor Cross Bike Show, after the tractor pull on both Saturday and Sunday. Asked if they may advertise through the MTTPA website.

Presque Isle, Maine: Good Pull!! Changes for 2012 schedule will be pulling Saturday and Sunday. All Stock classes will be pulled on Saturday. Power Show will be Saturday night and Sunday afternoon. Friday night will be horse racing. Pit will not be opened to pullers/campers.

9. Presentation of Resolutions

Issue #1

Cap the 18 000 lbs. Stock tractor class at 181.5 HP with 15% tolerance and allow tractors with a higher Nebraska HP rating compete at this capped HP level.

Discussion: Larger tractors will be turned down to compete. Ex: 5488 – 183 HP allowing new competitors with larger tractors to compete. Tractors coming in will only have this one class. This may assist in bringing the stock class numbers up.

***Motion: Cap the 18 000 lbs. Stock tractor class at 181.5 HP with 15% tolerance and allow tractors with a higher Nebraska HP rating compete at this capped HP level.**

Motion – Russell Bugbee Seconded – Ernest Atkinson Motion Carried 12-0

Issue #2 - Recanted

In all Stock classes go strictly by engine RPMS. This would replace the dyno with RPM hand held tester. All Tractors are still subject to have RPM`s checked without notice. Once the RPM`s are checked by tech will be marked. 3000 max for 4 & 6 cylinders. 3400 max for V8 cylinders.

Issue #3

Stock weigh classes be changed to 6000, 7000, 8500, 9500, 10 500, 12 500, 16 500, 19 000 lbs.

Discussion: 5000 lb. stock class is a small class, with exception to the Crapaud pull. All tractors pulling in this class can pull in the 6000 lb. class and the proposed 7000 lb. class. When discussed in RC, these tractors are willing to move up, also allowing some 8000 lb. tractors to pull the proposed 7000 lb. class, resulting in a larger class. Any association may continue to pull the 5000 lb. class, but not for points.

***Motion- To add a 7000 lb. Stock class at 70 hp as a points class, and all other weight classes to remain the same: 5000, 6000, 8000, 10 000, 12 000, 14 000, 16 000 and 18 000 lbs.**

Motion – Russell Bugbear Seconded – John Bellefleur Motion Carried – 12-0

Issue #4. - Recanted

Name of Stock class to be changed to Field Stock.

Issue #5

Look at combining Light Pro Stock and Modified Tractor class.

Discussion: Would allow Light Pro Stock and Modified Tractors an extra hook. There are no new vehicles being built for either of these classes. Presently, no competition. Would possibly add something new for fans and association. The drag would need to be adjusted to accompany both these vehicles, whether pulled together or not.

Ex: Presently, Centreville has addressed this issue by combining the Modified Trucks and Blown Trucks. Allowing the Modified Trucks to pull first followed by Blown Trucks. Fans do not realize this is being hosted as one class.

Suggestion: Allow Light Pro Stock to pull followed by Modified Tractors (or reverse). This is up to each promoter to decide at their pull.

Issue #6

Do away with clutch inspection. Sign an affidavit.

Discussion: Most clubs decided this would be a bad decision. Pullers have time to have their clutches inspected over the winter months. Very high risk to consider, if this was to be put in place and something happen, not only the owner but the association name would be on the line. Leave it as!

Issue #7

Light Pro Stock adapts NTPA rules or defines engine size. As we run these are just 2500 lbs. lighter than the heavy class with no safety rules.

Discussion: 7500 Pro Stocks do not need inspected clutches. NTPA never had light Pro Stock Classes. Leaving Light Pro Stock out, because NTPA did not have rules.

***Motion: Clutch inspection to 7500 lb Pro Stock tractors and follow other current MTTPA rules and Pro Stock safety rules from the NTPA.**

Motion – Ernest Atkinson Seconded Jasper Lunn Motion Carried 12-0

Issue #8

All classes other than Stock and Semi Trucks wear SFI 3 2a-1 Fire Suit, SFI 3.3 Neck Brace and SFI 41.2 Helmet. Unless your class requires higher rating by NTPA specs. No sandals to be worn.

Discussion: Already in rule book, but no rating.

***Motion: All classes other than Stock and Semi Trucks wear SFI 3 2a-1 Fire Suit, SFI 3.3 Neck Brace and SFI 41.2 or DOT- Approved Helmet. Unless your class requires higher rating by NTPA spec. and proper foot wear.**

Motion – Bryon McGrath Seconded by – Russell Bugbee Motion Carried 12-0

Issue # 9

Change the wording of age rule to `All stock tractor drivers must be at least 14 and have a valid tractor license. All other classes the driver must be 16 years and have a valid driver`s license. Anyone under 19 must have written consent from parents or guardians`

Discussion: Should be 14 years old across the board, with parents consent. Experience is worth more than a driver`s license.

***Motion: All drivers must be 14 years of age and must have written consent from parent or guardian under the age of 19. This also includes ALL classes under NTPA rules.**

Motion – Bryon McGrath Seconded – Russell Bugbee Motion carried 10-0

Issue #10

Adapt NTPA rule for fenders into the Modified Tractor class. Page 20 (amended to Page 38)

Discussion: All Modified Tractors with the exception of one comply.

Motion: Adapt the following from the NTPA

Fenders or tire shields must be constructed so that when the driver is seated and his hands are on the wheel, he cannot touch the rear tire with any part of his body.

- 1. Fenders to consist of barrier between driver and tire**
 - a. Fender to be a minimum of 1 inch over height of tire**
 - b. Fender to curl 4 inches horizontally from vertical edge over the tire in the same configuration as the tire, minimum length of 18 inches at top of fender.**
 - c. Fender must be able to support the weight of the driver**

Motion Jasper Lunn Seconded – Robin Horsnell Motion Carried 12-0

Issue #11

Resolve all Pro Farm issues with the attached paperwork. 2007 voted rules, 2012 rule book, 2012 proposed rule changes, and 2012 proposed rules.

Discussion: 2012 Proposed Rule Changes

1. Weight classes to be changed to 8000 lbs. class, doing away with 10 500 lbs.

Discussed: Allowing movable weight of 200 lbs., Safety issue. Maine presently pulls 8000 lb. classes. 10 500, we still have two tractors in this class.

No changes made

Motion:

1. All motors have to be approved by tech before pulling.
2. No headers permitted or aftermarket intakes. Tractor brand must have OEM mass produced engine for that brand of tractor. Only 12 valve heads permitted. (No marine or aircraft engine). Head and block must match OEM of that brand and no aluminum heads allowed.
3. NO water injection or cooling of turbos, pistons or manifolds. Only water permitted on a Pro Farm Tractor is in the radiator.

4. Fuel Pumps- you can only use factory built pump no bigger than a Bosch P pump 13 mm.
5. RPM is 3500 free rev driven.
6. All weight must be safely secured to tractor and must not extend rearward beyond rear tires 6 inches, nor can weight extend more than 13 feet from the center of the rear axle to the farthest point forward. No movable weight bracket allowed before, during or after. Tractors will not be allowed to pull with such bracket even if it is unhooked.

TIRES

- 7500 lbs – 18.4 x 38 max
- 10 500 lbs – 20.8 x 38 max
- No puller brand tires allowed
- No aluminum rear wheels

ENGINES

- When a Pro Farm vehicle is hooked to the drag RPM will be 3500 maximum,
- 7500 lbs – 410 CID max
- 10 500 lbs – 510 CID max
- Engines must have been massed produced for brand of tractor
- No marine engines allowed
- Serial number and or original tag must remain on block
- Any engine that has been increased or decreased from original CID must be checked by tech or cubic inch before installed.
- Engine cylinder head must match block, 2 valves per cylinder max
- Must use factory OEM intake for engine brand with no alterations IE spacer plates or spacer adapter
- No header allowed
- May change exhaust manifold to accept turbo on non turbo engine max T4 base
- May use adapter plate on turbo engines to except up to T4 base

- No aluminum heads allowed
- No after market cast heads IE Hypermax
- No overhead cams allowed
- No water injection or cooling of intake turbo pistons of any type
- Max 3500 rpm free rev

FUELS AND FUEL SYSTEM

- No computerized or electronic controlled fuel system or data system.
- Inline electric fuel pump will be allowed or gear driven fuel pump.
- Fuels allowed are Gas and Diesel
- P pump max with 13 mm plungers
- One plunger per cylinder
- No oxygen carrying agents: examples ether, propane, nitrous oxide
- No computerized or electronic controlled fuel systems
- Supply pump either has to electric or gear driven
- If electric fuel pump is used it must be wired into the kill switch and ignition
- No rev limiters or on board monitoring systems.

TURBO

- No pro built turbo
- **TURBO RESTRICTIONS:** Turbo must have 3 inch ID pipe with a 3 inch minimum length before and after the turbo no more then 3 inches from the face of the wheel. All inlet and outlet on turbo also to be 3 inch maximum ID
- ***Motion: Light Profarm class 3" turbos will be allowed, with a 2.75" plug, not to worry about exhaust side. Exhaust cannot exceed 3"**

Motion – Russell Bugbee Secoded – John Bellefleur Motion Carried 12-0

- All exhaust must exit straight up and within 10 degrees of plum
- Exhaust pipe must have 2-3x8 inch bolts crossed with and x pattern within one inch of each other and within 3 inches of turbo exhaust point

CHASSIS

- Must use OEM rear end, transmission center section engine and tin work
- May upgrade gears in transmission, no gear boxes allowed
- May upgrade frame rails and front end, front tires must track in rear
- Will use stock rules for draw bar, weights and safety shielding

SAFETY

- Strongly recommended to have safety tie bars
- Dead man throttle mandatory
- KILL switches on gas and air shut offs on diesels are mandatory, must be operable from drivers seat
- 3 x 8 inch thick by 6 inch wide band of steel or transmission type blanket is mandatory
- Engine side shields of .060 thick minimum of either steel or aluminum are mandatory
- The driver is to be seated and hands on controls at all times
- Hitch hold to be 3 " x 3 3/4" in diameter
- Area over draw bar 6 inches wide and 12 inches high must be free and clear to allow hooking of sled.

10. New Business

- Clutches for all classes, look into this year
- Move on with clutch inspection
- Make sure blanket or shield is covering clutch
- Scales are weighing different from event to event. Was discussed that the weight of the vehicle may vary depending on where the vehicle stops on the scales, the ground that it is set on (gravel or cement). Cement pad is recommended.
- Out of bounds needs to be clarified. Some events go with a floating finish, after 310' with no out of bounds. Some tracks continue the line, while others do not.

