

Minutes – 2024 Barnyard Pullers Meeting

January 20, 2024

Ron Lukow called the meeting to order by 8:05 a.m. All present recited The Pledge of Allegiance. Everyone was reminded that the group is not a formal organization with officers or dues. Donations are appreciated to help with costs: \$200 building rent, and \$20-\$25 coffee, waters, cups, etc. Sheets were passed to sign in with name and cell phone number. Handouts on the tables included: *Meeting Agenda* and *2024 Barnyard Pull Schedule* as of today's date.

Announcements were made of the **2024 BARNYARD PULLS (note new pulls):**

- 6/22 Sat BONFIELD – Weigh 10am, Pull @ Noon (no 5250 class) – Bill Bauer
- 6/28 Fri Rankin – 3-5 pm register, 6 pm pull – Shane Disken (217-304-1920)
- 7/5 Fri KENTLAND – Pull **CANCELLED** per Jeff Light due to scheduling problems
- 7/14 Sun L'ERABLE – Weigh @ 10am, Pull @ Noon – Brandon Lanoue
- 7/19 Fri WCTA PEOTONE – Not weighing , Pull @ 10am (4500 to 6000) and
@ 2pm (7500 to 10500) - Jeff Brandau
- 7/21 Sun IROQUOIS COUNTY FAIR – Pull @ Noon – Sponsored by Slow Boys – Art Downs
Can sign up for Slow Boys at Registration
- 8/4 Sun KANKAKEE COUNTY FAIR – Weigh 8am, Pull @ 9:30am – Pete Schafer
- 8/18 Sun SYMERTON – Pull @ Noon – Ryan Nugent
- 8/22 Thu WILL COUNTY FAIR – Not Weighing, Pull @ 8am – Dean Bettenhausen
- 8/30 Fri PONTIAC THRESHERMENS - Pull @ 6pm - Art Downs
- 9/8 Sun CHEBANSE PULL IN THE PARK – Weigh 10am, Pull @ Noon – Kurt Lukow
- 9/13 Fri MARTINTON – Pull @ 5:30pm – Limited Classes 7500 and up - Logan Lanoue
- 9/14 Sat MARTINTON – Pull @ Noon – All Classes - Logan Lanoue
- 9/15 Sun ST ANNE – Pull @ 11am – 6000, 7500G, 10500 – Craig Kibbons

1) **Classification of tractors with stepped up engine sizes using same manufacturer's parts**

Current Rule #10: Tractors will be stock appearing to include hoods, grills and fuel tanks.

Engines must be the proper type for the model of tractor. Crankshaft stroke must be stock and correct for the model of tractor. No stroker cranks allowed.

Ron said years ago MM integrated upsized engines in smaller MMU, UV and G tractors. MMG 4 cylinder had to pull in 7500 class. MMU could easily be down to 6000 class. Lots of MM were worked on, not with racing, but MM manufactured parts. If they had the bigger engine, the U or UB could move to the 7500 class. Discussion took place and several contributed. It was duly noted that the owner's manuals give a list of tires available and we should still go by that list. It was also noted that we needed to use caution so we stayed a Barnyard Tractor Pull and not a Hot Farmer Tractor Pull. All pullers should not go over the max tire, should make the weight and pay the entry fee. We're on the honor system and everything else is ultimately the responsibility of the owners.

VOTE WAS TAKEN by a show of hands that the wording in the rule #10 be modified to include the upsizing of the engine only with factory parts available from the manufacturer.

2) **Pull-site Weigh-in versus Annual Certifications and measurements**

Ron stated that the Annual Certifications performed at the Lukow Bros Farm started off good. Last year, however, only 15 tractors were certified. Without Annual Certifications, pulls need a scale and that adds to their expenses as well as they need volunteer workers to run it for 1-2 hours prior pulls. Annual Certifications are the best deal as they make the best use of everyone's time and money. A request for Lifetime Certification on a case by case basis was made. Art Downs pointed out, however, that even a blown tire would nullify that certification since a replacement tire could add 200+ pounds. No action was taken on the request. Ron continued by stating that Lukow Bros Farms will continue to make their scale and themselves available for all pullers requesting an Annual Certification. All interested pullers just need to contact Lukow Bros to set up a date and time before our first pull in Bonfield on June 22nd.

3) **Courtesy to track/Pull Volunteers**

Ron gave a friendly reminder to pullers that we should not publicly criticize any volunteer adults or kids working the track or helping with the sled. They need to be thanked, not scolded.

4) **Establishing and measuring Full Pull line**

Ron suggested that we, as promoters, sled operators and flagmen need to establish the front of the sled's FULL PULL line and it should be visibly marked; i.e., cone, flag, something. If it's clearly marked, the flagman knows it when the puller gets there and can stop the tractor from advancing further. Exact measurements would not be reported for tractors that advanced past the Full Pull line. This, of course will work if tractors also have the same starting line. A puller commented that he had a problem at Bonfield as he was told that he did a Full Pull so went to back to pull again and was then told that he didn't have a Full Pull. Suggestion was made that drivers, promoters, flagmen and sled operators should all attend short Drivers' Meeting prior to the pull during which the Full Pull policy would be announced.

5) **Bulletin board availability**

Ron stated that we try to get the bulletin board to every pull but it has sometimes been a problem as it doesn't always make it back to Lukow Bros Farm in between pulls. He said it would be nice if any of our promoters could have their own bulletin board and keep it at their site. Mike Hillary stated that Marian always posted the orders on the back of her chair and this idea could easily be used if a bulletin board was not available. Allyn Kleinert suggested that even just a card table would be sufficient.

6) **Safety Hitch availability and generosity of donors.**

We've had generous safety hitch donors past years. These cost over \$200 each. Steve Granger still builds them. If you accidentally go home with a safety hitch, please do everything you can to return it as it has to get moved to the next pull. If you do have the next scheduled pull then you can take it, or them, them with you.

7) **Tractor hitch rules and specifications**

Current Rule #1: *Drawbars – All classes, except OPEN, will pull from a stock appearing drawbar in a stock mounting location. No loop welded drawbars. All drawbars will be measured & checked at weigh-in or certification. The top of the drawbar will not exceed 20" measured from the ground. The minimum distance from the center of the axle to the center of the hitch pin hole will be 18". Drawbar pull point can be straight or "drop" configuration drawbar. However, drawbar hitch pin area should be as level as possible.*

Ron stated that the tractor hitch has to be a manufactured hitch and not homemade. The plate on the drawbar can be homemade. He further stated the hitch height has always been 20" but this has caused minor problems with the 10,500 class: the hitch is measured and it's 20" and then after 15 weights are added to go from 9,000 to 10,500 class most tractors will then push up on the rear end and now be more than 20" and typically it is ½ to ¾ inch and no more than 1" which probably doesn't make a big difference in the pull. A long discussion took place. It was noted that during the Calcutta Pull you could look across the back line and notice a hitch sticking up. Comments were made on using safety hitch washers; that Calcutta tractors need to be measured but all on the same flat spot and not on the track; part will come back to tire size and dropping front tires changes drawbar; drawbars need to be level but smaller tractors need to angle it or it throws it off. Discussion then centered on Calcutta only due to the extra amounts of money involved from purchasers. Comments were made that 99.9% of safety hitches were welded the same; that drawbars must be parallel to the ground; changing to a new top hitch height of 21" to top of safety hitch and drawbar still 20"; that drawbar rule for all but Open Class remain that all drawbars will be stock appropriate, all will be measured and should be 20" from the ground. **VOTE WAS TAKEN to change measurement to 21" to the top of the safety hitch or to leave it the same at 20". Majority voted to leave it the same at 20" and no one voted to change it to 21".**

8) **Clarification of pull site Sponsor guidelines**

Current Rule #18: *These rules can be amended by the promoters or organizers of any of the events. The promoters, organizers and officials have the final authority during pulling events.* Ron clarified further by stating that our pulling rules are guidelines for promoters who can do anything they want within these rules but should not make up new rules.

9) **Discussion on class order of pull**

Ron stated that the Pull order is at the discretion of event's promoter. If promoter wants, he can start with 6000 or bigger to get down the track and not tear it up and then the lighter tractors. Brad with the Mean Green sled said promoters can do what they want and his sled will play. Mike Hillary stated that sometimes pulling order depends on the current surface of the track and sled guys have no problem mixing the order up. Ron also stated that it is up to the promoter whether the 7500 class is split into Gas and Diesel or to offer a 2 cylinder class.

10) **Age of Drivers**

Rule #16: *Minimum Driver age will be 16 years, unless event insurance dictates higher. Driver must also be able to operate the tractors by themselves.* Our pulls have the tractor pulls for 16/+ years old and some also have pedal tractor pulls for 4-10 year olds. The age group 11-15 is left out and Ron said it would be nice to somehow get them involved. A comment was made that Loda has a 4500 class tractor in pulls for 9-14 years old and a parent must walk beside the tractor with a kill switch. Pete Schafer stated that he's governed by insurance as all drivers must have a valid drivers license. This matter was tabled but attendees were asked to think about it for the future and maybe someone will come up with a creative idea.

11) **Survey**

Ron asked for a show of hands on how many attending would not care if the pull did not give out trophies and/or money. A majority of hands were raised. 12 hands raised in favor of trophies.

12) **Rule #17 Clarification**

Rule #17: *Any tractor may compete twice in one class by 2 different drivers, however, the 1st driver/pull determined at entry will be put in the class for competition and the 2nd driver/pull will*

be for exhibition only. To further clarify, attendees agreed that the Exhibition driver will never pull before the Competition driver as this would give the Competition driver an unfair advantage over the other competitors in the class.

VOTE was taken by show of hands and it was unanimous that the Exhibition Driver will not draw number or roll dice for a position. The Exhibition driver's name/tractor will be listed at the end of the class or on a separate list of Exhibition Only Class at the end of the day's pull.

Additional comments

When possible and before the first tractor, water track between classes and then take a heavy tractor and make two passes.

Closing Remarks

Ron thanked everyone for attending and for putting money into our donation box. A total of \$222 was collected. Also, thank you for your thoughtfulness to Gus Boucher who provided a large box of donuts from Casey's and to John Rairden who gave us a \$66 roll of stamps. Since we have now changed to texting versus mailing, we'll use the \$66 to provide donuts, cookies or whatever at the 2025 meeting! 47 persons attended the meeting. Meeting adjourned at 10:30am. – Submitted by: Theresa Lukow