

# NR/CTPA NEWSLETTER

NEWSLETTER OF THE NATIONAL RADIO CONTROL TRUCK PULLING ASSOCIATION. COVERING TRUCK AND TRACTOR PULLING, TUFF TRUCK, AND MONSTER TRUCK RACING



JULY 2010

VOLUME 20 ISSUE 4

## A WORD FROM THE PRESIDENT

-JOE KILIAN-

Local: For 15 years the Can Am Championships have been held at the Eire County Fair in Hamburg, NY. There has always been a concert being prepared for the night show by a big name band and we were free to use the backstretch for our event....This year the fair board has hired the "Hell Drivers" to come in and they want a lockdown on the infield while they practice to drive like Hell I guess....I thought everyone drive like that normally and did not need to practice that.... but they apparently do. We were offered two 2 1/2 hour shows ....one in the morning and one in the after noon requiring everyone to vacate the infield while these hell driver

practice their driving.....we would have to lock up everything or leave everything there. They said a guard would be posted there but we found this plan to be unacceptable there is a ton of work that goes into this event and stopping it, packing up and restarting it would add even more work to it leaving us little time for the actual event. Right now, we are attempting to move this event to a regional tractor pull we were invited to do last year...I hope all goes well in this endeavor. We have not had much luck this year with events but we will continue to reform and try.

Regional: I hope everyone can make it make events at the

Meade County fair in KY, and a huge pull at the National Tractor Pull Championships in Bowling Green, OH. That is an unbelievable event. They also host a Steam and Gas Show event in West Liberty, OH. Not to be outdone the Ontario Scale pullers have their yearly event in Orono, Ontario on Sept 11. This event features free admission to the fair and overnight camping if needed. NO dogs allowed and no open containers either. There is also a full sized tractor pull that night. The CNY has their Grand Nationals at a tractor pull in Sandy Creek, NY. This event features the giant Stanley Cup style trophies with all the

*(Continued on page 3)*

## EXECUTIVE DIRECTOR THOUGHTS

-CHRIS BERCAW-

Greetings Fellow NR/CTPA Members, WOW, how time flies...it seems like just the other day, we were planning the 2010 Spring Nationals and now we are planning the 2010 World Championships that is only a few months away. Are you ready? Are your vehicles ready? I am sure that a lot of you are ready or closer than I currently am. Looking over the schedule of club events, it looks like there are a lot of excellent opportunities to play with your vehicles this summer.

Please take a look at this newsletter and educate yourself on the topics that need to be voted on. All the proposals were presented at the 2010 Spring Nationals Town Hall Meeting. Remember, your vote today will effect the way classes are ran in the future...so take a minute to VOTE on the proposals! Also, it is time to vote on the directors that will help to lead this Association. Take a look at the candidates and vote for which you think will best serve the Association in the future. Take a minute to VOTE

for the candidates.

There is still several classes that need sponsored for the 2010 World's Championships. I am asking that ALL the classes that have entries be sponsored, can YOU, as a member of the NR/CTPA, help us get these classes sponsored?

If you sponsored an award in years past, THANK YOU and I hope that you will do so again, so keep the amount that the Association has to buy to a minimum. If you have not sponsored one in the past,

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## **EXECUTIVE DIRECTOR CONTINUES...**

(Continued from page 1)

please feel free to sponsor one or more this year.

Anyone who would like to sponsor a divi-

sion class please post your request on the "2010 World's Class Sponsorships" thread on RCMT or e-mail me at [chris@philshobbyshop.com](mailto:chris@philshobbyshop.com) OR call me at 419-782-8020.

The cost per class is about \$60, EXCEPT 4WD Mod. which is about \$85 Sponsorship deadline is Tuesday, September 27, 2010. Thanks for your support!

## **THE RACER'S EDGE**

-MIKE ECKENRODE-

Hello NRCTPA members. I hope everybody is having a great summer. We are between our two main events for 2010, the Spring Nationals and World Championships. Hopefully, there are a lot of you starting to think about the upcoming Worlds. It's still a few months away but it's never too soon to get started on a new truck or tractor to compete with.

On RCMT, the directors have been taking a hard look at ways to make the awards we give out at the events more meaningful. By the time this article reaches all the members, we hope to have some concrete progress made on this issue. On the table right

now is to still have trophies but not give them out to the winners of each class. Instead, we would like to have one trophy for each class and have it made so that it has large, removable brass plates on them so that the winner of each class can have their name engraved on the plate. After every event, this would be done and people could see who the past winners of each class were. Also, just so people can walk away from each event with something to show for their achievement, the winners will receive plaques as well. By making this change to the awards, it does some key things for the club. First, it makes the awards a lot more meaningful because it

preserves the history of each event. Second, it is cost effective in that it reduces the clubs awards bill. Initially, there will be a higher upfront cost to buy trophies and plaques but it is a one-time purchase only. Afterward the only awards cost will be that of purchasing plaques and getting the names of the winners engraved on the trophies. If we are to pursue this, it will likely go before the membership to get opinions and/or approval. I do urge everybody to consider this as it really will enhance the quality and meaning of the awards.

(Continued on page 3)

## JOE CONTINUES...

*(Continued from page 1)*

past winners engraved on them. You get to keep it for a year and need to bring it back. There are plenty of events to hook up with this summer so if you can...go.

National: The WORLDS is the big event....it is the biggest event all year. We really hope everyone can find their way down to the hotel this year. Again, please

bring a table if you have the room clearly mark it so when you are leaving, the hotel does not think their stuff is going out the door. There will most likely be a few more rooms in the main atrium this year with the downsizing of the executive board. The rooms that the Assn holds for workers and staff will be booked in August this year and the extra rooms will be released then. It should be easier to get one of the remaining atrium rooms, we are talking about 10

rooms here so I hope you can get one of those. If you could fill out the ballots this year and send them in, we would hope to see a large number of ballots decide these issues instead of a few. If you want to volunteer for a job this year let us know we always need the help especially at pack up time the more hands on deck the faster it goes. As always, we wish everyone a great summer and have fun at these events.

## PLEASE VOTE

-JIMMY GRAHL-

This years THM was very interesting and lengthy. A couple things are needing a change for the racers.

1: To change the option of a mandatory ramp at the starting line to optional.

In the old days of monster truck racing, the trucks would always line up at a dirt ramp, and crush some cars. The way things are now, they don't line up at ramp, they simply drag off the line and make their first jump half way threw the race. In order to replicate this (and have the ability of more diverse track designs) the wording is being changed to "optional". Personally, I think

this will be a lot more fun for all.

2: Allow ROAR approved 2s LiPo's into drag racing.

Drag racing has reached a peak. The introduction of LiPo's into drag racing will allow it to go to the next step. It will allow performance to increase, and since NiMh cells are becoming less and less available at LHS, it only makes sense. There is a specific requirement for the LiPo's to be used. They need to be ROAR approved 2s cells, but a min 4000mah and min 40C pack. This will give trucks great performance, and not have issues with too low of a amp rating.

3: CORR Racing.

The CORR trucks have become extremely popular. Local tracks have been running several heats of them, and all manufacturers have some version of a CORR truck. It only makes sense to get these trucks racing at events.

There are a lot of other issues to vote on, and I hope you vote, and send that ballot in. I hope to see all of you at the Worlds, and support your local hobby shop and track.

***Don't Forget to Complete and Submit Your Ballot!!***

***You CAN Make a Difference!***

## M.T DIRECTOR CONTINUES

-MIKE ECKENRODE-

*(Continued from page 2)*

Last thing I'd like to bring up is filling out the classes. I know I brought this up before in the last newsletter but it is important. We have many classes within the racing division and some have low participation. We need to change this and get these classes filled out better. If you are looking

to get another truck to race, consider getting one that fits a class you don't currently race in. Every class we offer is another opportunity to compete hard against other great drivers and go for that win.

As always, if you know somebody looking to try racing, get them to give our club a try. We are always on the lookout for new

members, we cannot grow as a club if we don't get new members. If you know somebody who was a former member, get them to make a come back.

Well, have a great summer and I look forward to seeing everybody at the World Championships.

# 2010 WORLD CHAMPIONSHIPS SPONSOR LIST (AS OF MAY 8, 2010)

## Carpet Pulling

2WD Open I: *Gene Nine*

2WD Open II: *Hooter Chassis & Hobby Shop*

2WD Truck: *Jerry's Radio Control*

4WD Pro Modified : *NONE*

Bar Tire Sportsman: *NONE*

Big Rig : *NONE*

Pro-Stock Tractor: *Outlaw Hobby*

## Dirt Pulling

2WD Nitro (15#): *Performance Motion*

2WD Open I: *NONE*

2WD Pro Modified Electric: *NONE*

2WD Pro Modified Nitro (10#): *STPA*

4WD Box Stock: *NONE*

4WD Modified Driveshaft: *Termyte Pulling Chassis*

4WD Scratch Built: *NONE*

Bar Tire Sportsman: *NONE*

Digger: *NONE*

Dual Motor Modified : *NONE*

Garden Tractor: *NONE*

Gas: *rcpullingtractors@yahoo.com*

Insane: *Performance Motion*

Pro-Stock Tractor: *Berry Pulling Team*

## Racing

2WD Modified Tuff Truck: *NONE*

2WD Stock Tuff Truck: *NONE*

4WD Driveshaft: *NONE*

4WD Modified Monster Truck: *NONE*

4WD Modified Tuff Truck: *NONE*

4WD Open Monster Truck: *NONE*

4WD Box Stock: *NONE*

4WD Super Stock: *NONE*

4WD Tube Chassis: *NONE*

Modified 4WD Independent Suspension: *NONE*

Stock 4WD Independent Suspension: *NONE*

Sport Modified: *NONE*

Novice: *NONE*

Retro: *NONE*

Friday Night Drags: *NONE*

## Exhibition

Freestyle: *NONE*

Friday Night Elimination Race: *Monsters and Sled Dragons Pulling Team*

Diesel Truck : *Bartos Chassis*

Hot Farm Stock Tractor (Dirt): *NONE*

Hot Farm Stock Tractor (Carpet): *NONE*

STPA 12# 4WD Brushless Truck (Dirt): *Smitty's Custom Auto*

Big Rig (Dirt): *NONE*

Digger (Carpet): *NONE*

2WD Box Stock (Pulling): *NONE*

CORR Truck (Racing): *NONE*

Heavy Super Stock Tractor (Dirt): *STPA*

Light Super Stock Tractor (Dirt): *Haulman Manufacturing*

## Other

Super Secret Award: *Eric Krush*

Best Engineered Puller: *NONE*

Best Engineered Racer: *NONE*

# PHYSICS OF PULLING: (PART I)

-DERRICK PERO-

Introduction:

Since I started in the tractor pulling segment of the radio control hobby, I have always wondered; why I had to move the weight were I did. Why didn't I just put it there to begin with? What should the proper gear ratio be? Why is gear ratio such a secret? What's the best (electric) motor (wind) to use? Why does it take so long to learn these things?

It doesn't have to. Most can be explained by simple physics. By creating this series I hope to create a reference for myself along with helping both new and experienced drivers set up their tractor, or set it up to the better. I don't like seeing friends struggling with setting up their machine. I also don't have the time or resources to learn

by experimentation alone.

I plan to do this in several sections:

*Part 1:* I'll begin by explaining the forces by the sled.

*Part 2* will do the same but in regards to the tractor.

*Part III* will explain the sled-tractor interaction.

*Part IV* will talk about how much power is needed to make the sled move.

*Part V* is TBD as of right now. I'll have to see where the first parts lead me.

Most of my theory will describe 2wd tractors. The principals for 4wd trucks are similar and can be adapted easily enough.

Perhaps a section dedicated to 4wd would be worthwhile. My demo tractor throughout this series shall be my 2wd Pro Modified electric. I have a lot of experience with it and it has a lot going on as far as the physics are concerned.

This series will be exclusive to this newsletter until its next issue. After that I will put it on my website with the inevitable corrections. I will also create a topic on RCMT.net which will hopefully lead to some interesting discussion.

In the series I will be using the terminology defined below:

Tractor: The vehicle doing the work. Also used in conjunction with Truck.

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# SCHEDULE OF EVENTS

Event Name	Date(s)	Location	Contact	Events
National Tractor Pulling Championships	August 20-21, 2010	Bowling Green, OH	STPA	
Steam & Gas Show	September 4-5, 2010	West Liberty, OH	STPA	
Orono Championships	September 11, 2010	Orono, Canada	Minne Wiersma	Dirt Pulling
Grand Nationals	September 18, 2010	Sandy Creek, NY	David Engle	Dirt Pulling
NR/CTPA World Championships	October 8-10, 2010	Holiday City, OH	www.nrctp.org	M.T Racing, Dirt & Carpet Pulling

## PHYSICS OF PULLING CONTINUES...

(Continued from page 4)

Weight Transfer Sled: The apparatus being pulled (aka sled).

Box: in relation to the sled, where the removable weight is placed.

Pan: in relation to the sled, the front plate which contacts the dirt.

Track length shall be 30 feet.

Part I: Weight Transfer Sled Forces  
We all have a basic understanding of what the sled does so don't expect anything earth shattering in this part. I do however; need to explain the physics behind it as a precursor to the following parts.

The weight transfer sled can be broken down into a simple machine with known forces. The forces can be broken down into:

- \* Force on the wheels
- \* Force on the pan
- \* Friction from pan
- \* Torque required to move the box
- \* Force from the mass in the box

The force on the pan and the wheels changes in relation to the sled's position on the track. In the NRCTPA, the box stops moving 30 feet from the start line as stated in the rulebook.

Using a branch of mechanics know as statics, the loads (force, torque/moment) on a physical system can be determined. I will use what's known as a free body diagram (FBD) to identify and analyze the forces that act on the sled. This same process will be used in the other parts of the series also. For my reference sled, I will use one made by Hooter Chassis. It is the same or similar to the ones used in NRCTPA competitions. To make things simple, I will use a weight of 50 lbs in the box for the calculations. First, a diagram of what's involved:

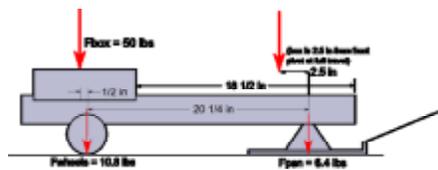


Figure 1

There is another axle however it does not touch the ground as there is a rubber tire covering the drive wheel making the diameter slightly larger. Thus, it has no effect so I left it out of the diagram. Also keep this in mind; most sleds are not created equally! All the calculations shown only apply to this sled. I will make a downloadable spreadsheet available on my website in which you will be able to enter your own sled's numbers.

On this sled there's a couple interesting things going on. When the box is at its

rearmost position, it is 1/2 inch behind the axle. When the box is at its forward most position, it is 2.5 inches from the center of the pan pivot point. I'll give an example of why that 2.5 inches makes a difference later. Weighing the sled empty gave me 6.4 lbs under the front pan and 10.8 lbs under the rear axle (with the box at its rear most position). With the box at its full travel, there were 7.9 lbs under the front pan and 9.3 lbs under the rear axle. This may seem like an odd way to approach this but it keeps me from disassembling the sled to weigh the box separately. Both box positions result in 17.2 lbs for the total sled weight.

Do you have article

submissions?

Events to list?

Photos to share?

All submissions are welcome...

Please email [sales@nrctp.org](mailto:sales@nrctp.org)!

# PHYSICS OF PULLING CONTINUES...

(Continued from page 5)

Next in the process is to create a free body diagram. I will create two; one with the sled at the starting line, another at the 30 ft. line. There are two reaction forces, the wheels at the rear and the pan's pivot point at the front.

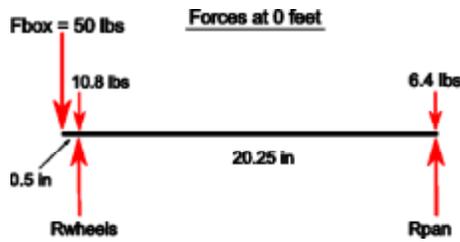


Figure 2

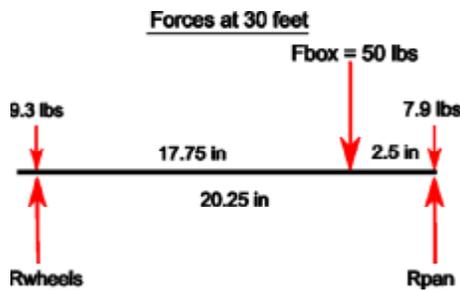


Figure 3

Running the calculations at 0 feet:

$$R_{\text{pan}} = \sum M_{R_{\text{wheels}}} = 0 = (50\text{lb} * -0.5\text{in}) + (6.4\text{in} * 20.25\text{in})$$

$$+ (-R_{\text{pan}} * 20.25\text{in}) = 5.2\text{lb}$$

$$R_{\text{wheels}} = \sum M_{R_{\text{pan}}} = 0 = (50\text{lb} * 20.75\text{in}) + (10.8\text{in} * 20.25\text{in})$$

$$+ (-R_{\text{wheels}} * 20.25\text{in}) = 62.0\text{lb}$$

Running the calculations at 30 feet:

$$R_{\text{pan}} = \sum M_{R_{\text{wheels}}} = 0 = (50\text{lb} * 17.75\text{in}) + (7.9\text{lb} * 20.25\text{in})$$

$$+ (-R_{\text{front}} * 20.25\text{in}) = 51.7\text{lb}$$

$$R_{\text{wheels}} = \sum M_{R_{\text{pan}}} = 0 = (50\text{lb} * 2.5\text{in}) + (9.3\text{lb} * 20.25\text{in})$$

$$+ (-R_{\text{front}} * 20.25\text{in}) = 15.5\text{ lb}$$

Here are the results in an easier to read table:

Track Position	Wheels Lbs.	Pan Lbs.
0	62.0	5.2
30	15.5	51.7

Remember earlier when I said the box was 2.5 inches behind the pan pivot point? At 50 lbs, this gives us a close to box weight at 51.7 lbs on the pan. Put 120 lbs in the sled and there's only

113.1 lbs on the pan, sorry Gas tractors, your actually pulling less than you thought.

Figure 4 shows two different weights in the box and their effect on the pan down the track. I can simply draw a line from the 0 and 30 feet marks as the relationship is linear.

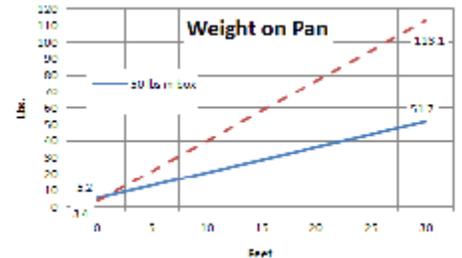


Figure 4

In Part III, Sled-Tractor Interaction, I will talk about the frictional force between the pan and dirt and how it is transferred through the chain to the tractor. I did not discuss the mechanics involved in making the box move in this part. That is a question that often comes up for those building their own sleds. That will make a good Part Ib. Hopefully you learned a little something from this. Some of it seems obvious but it's always nice to know why things are. I'll restate that the theory is the same for all sleds but the dimensions and weights only apply to this one. And, if you've been paying attention, it certainly makes a difference where the weight is placed in the box.

## World Championships Hotel Information:

**Ramada Inn: 1.800.851.8300**

**Call Today and Reserve Your Room**

## LET'S PLAY TRUCKS

-JARRED JONES-

We're heading into summer pulling! The Central KY Smokeout pull went really well. This was the first pull ever and we had 75 entries, a big track and lots of fun for everyone. I'd like to thank everyone who helped make the pull a huge success and thanks to everyone who came. We drew a fairly large crowd, and many spectators came to ask a lot of questions about our sport.

Then, we moved up to the Hooters Pull for another great pull with the STPA. Man, the sled return girls were great. The entire pull was a success. There are a lot of great running trucks right now and some tough competition. That silly girl is hot on my tale...I think I will de-tune hers just a little to get some breathing room.

Looks like our next event will be the Worlds. It sounds like it's a long time away, but it's not. It will be here before we know it. I hope everyone can save a little cash and come up to have a load of fun.

Before I go, I'd like to ask everyone to vote on the new rules. As the Executive Board changed the pro-stock rules back to the way they were. We all need to vote so we can make our club better and grow. AS I see a lot of new people joining our sport through the local clubs. We would like to also see our new our new pullers join the NRCTPA. Until next time, keep the hammer down and the dirt flyin'.



**NR/CTPA**

**2010**

**WORLD**

**22nd  
ANNUAL**

**championships**

**October 8-10, 2010**  
**Holiday City, Ohio**

**4 Pulling Tracks - 4 Monster Truck Tracks**

**13 Monster Truck Racing Classes - 16 Sled Pulling Classes**

**Concourse Judging - Drag Racing**

**Elimination Racing - Freestyle Competition**

**Trophies - Door Prizes - 50/50 Raffle**

Ramada Inn & Resort Holiday City, Ohio 1-800-851-830 call for discount room rates for the event

NR/CTPA Membership required to participate FOR INFORMATION CALL: 413 668 8844

NR/CTPA e-mail: [andrewlinkenhoker@gmail.com](mailto:andrewlinkenhoker@gmail.com) website: [NRCTPA.org](http://NRCTPA.org)

Event t-shirts are available. A weekend of fun for the whole family

If you are ready win a World Championship this is the place to be !!

## 22ND ANNUAL WORLD CHAMPIONSHIPS DETAILS

**Date:** The event is held on October 8, 9, and 10, 2010.

**Place:** Ramada Inn in Holiday City Ohio. Conveniently located in the northwest corner of Ohio. Right at Exit 13 on 80/90, the toll road.

**Time:** The fun starts Friday evening. We will have a Monster Truck Drag Race Friday evening and elimination races. Registration is open Friday evening ONLY. The actual competition starts Saturday morning.

**Membership:** Membership is required for this event. You may get your membership at the door or by mail.

**Registration:** You can register early or "at the door" on Friday night. If you choose to pre-register you can download the form by visiting [www.nrctpa.org](http://www.nrctpa.org). Registration for Novice is \$10 whether early or at the door. Registration for all other classes received or postmarked before September 10, 2010 will be \$15 per entry. Entries received from September 11, 2010 through October 7, 2010 will be \$20 per entry. The entries received during this time may be emailed, phoned, or mailed. Payment does not have to come with entry during this time but is appreciated. Registrations received at the door will be \$25.

**Credit Card/PayPal:** PayPal payments may be sent to [sales@nrctpa.org](mailto:sales@nrctpa.org). At this time PayPal is the only way that we take Credit Cards.

**Hotel Reservations:** Hotel Reservations can be made by calling the hotel at 1.800.851.8300. Be sure to mention the event in order to get the special rate.

**Racing:** We will have two pairs of racetracks set up. You will race against the clock (except in drag racing Friday night) but you will do it in side by side format.

**Pulling:** We will have two carpet tracks and two dirt tracks. Each entry will get 3 attempts at the "qualifying" weight. If more than one vehicle makes a full pull the class will have a pull off. In the pull off the vehicle will get one attempt to make its best pull.

## 2010 NR/CTPA BALLOT DETAILS

The following details the enclosed 2010 NR/CTPA Ballot. Please use this information as you complete the ballot in an informative manner and return the ballot at your earliest convenience.

### *Executive Board (i are incumbents)*

**Pulling Directors.** Select only three: Mark Damewood Tim Ludyka (i) Derrick Pero (i) Chris Smith David Smith

**Monster Truck Directors.** Select only three: Mike Eckenrode (i) Bart Maimone (i) Scott Taylor (i)

### *General Proposals*

1. Award Ribbons at NR/CTPA Spring Nationals: This proposal is an attempt to reduce costs of the NR/CTPA Annual Spring Nationals Fundraising event. Accepting this proposal will result in ribbons being awarded in lieu of plaques/trophies at the Spring Nationals event only. No change for the World Championships will occur.

### *Pulling Proposals*

2. 2WD Box Stock as an official dirt pulling class: The following are the suggested rules for the 2WD Box Stock class.

1. No modifications to factory production R/C vehicle (factory production R/C pulling vehicles not permitted)

A) One "Roar" stamped stock motor

(1) No modifications allowed, except A), (2) and (3)

(2) The brushes and springs may be changed with only types intended for R/C "Roar" stamped motors

(3) The brush hoods that came with that motor may be removed and reinstalled for commutator maintenance only (example: cleaning, polishing, turning)

(4) Fixed end bell motors may not be opened

B) Pinion gear may not be changed

(1) No other gear changes are permitted

(2) No additional gears or gearboxes are permitted

(3) No modifications of gear cases are permitted

C) Bearings are allowed (vehicle only)

D) Suspension must remain original for that vehicle

(1) Suspension may not be locked

E) Any scale appearing body is allowed

F) All counter weights must be under the body

G) Hitch may be added

H) No other modifications will be permitted

(1) With the exception of Rule 6. C)

## 2. Weight

A) Maximum gross vehicle weight is six pounds (6 lbs)

## 3. Hitch

A) Maximum hitch height is 2 inches (2")

B) The hitch must be mounted to the vehicle in such a way as to not permit any movement.

C) Adjustable hitches are allowed, but must be locked when pulling

D) The hitch must incorporate a minimum of a 5/16 inch hole and be located no more than 1/2 inch from the rear edge of the hitch so the sled hook will reach the hole.

E) Extra unusable hitch holes must be sealed

F) Vertical holes requiring the sled hook to be hooked horizontally are not allowed

## 4. Battery

A) Six (6) nickel cadmium or nickel hydride batteries labeled at 1.2 volts each are permitted

B) Batteries must be in stock location

C) Hand-built battery packs are permitted

5. Length/Width: Must include all parts, body, hitch, etc. of pulling vehicle. Length and width must be stock for that vehicle

A) Maximum vehicle length is nineteen inches (19")

B) Maximum vehicle width is thirteen inches (13")

## 6. Tires

A) Tires must be the original size for that vehicle

B) Tires may not be cut

C) Any tread type will be allowed

D) Dual wheels are not permitted

E) Tire chains, added spikes, pins, etc. are not permitted

7. Differentials

A) Differentials must be original for that vehicle

B) Differentials may not be locked

C) No "aftermarket differentials" will be permitted

3. Change 2WD Open II dirt pulling to 2WD Unlimited dirt pulling: This proposal is to change the current 2WD Open II dirt pulling class name to 2WD Unlimited with the following rule changes from the current rules:

1. Tires: Seven (7) inches maximum diameter

2. Hitch: Four (4) inches maximum height

3. Power: No limit to power source (gas, nitro, electric)

4. 2WD rear drive only

5. Must have second hitch or kill switch

\*All other current rules remain the same\*

4. Battery chemistry rule change in Insane dirt pulling: Proposal allows all battery chemistries in the Insane pulling class. Currently only NiCd or NiMH cells are allowed.

**Proposal:**

*Allow any battery chemistry in the Insane pulling class. Soft cased cells shall be enclosed in a hard protective case such as those approved by ROAR.*

Case may be homemade but..

- must be part of the battery?
- must fully enclose the battery?

Or simply allow soft cased cells? I would recommend a second companion vote to resolve this or let the board of directors decide the safest route.

**Reasoning:**

Currently, there is no outlet to test new battery chemistry's such as LiPo and LifePo4 (A123). This class seems to be meant for experimental vehicles. It's light 15lb weight and it's short length restriction of 18 inches keeps power in check. Generally a higher voltage is used also keeping the current down.

(Edit: removed reference to weights in sled because of a lack of explanation)

LiPo:

\*Max continuous discharge is Ah \* C

(ex. 5000mAh \* 40C = 200A)

- Pulsed discharge for 10(?) seconds for the above example would be 400A (usually 2 times the continuous C rating)

LiFePo4/A123 2.3Ah:

- Can be charged at 10A
- Max continuous discharge is 70A

5. Allow brushless motors and change axle spacing in Big Rig dirt pulling: This proposal will allow brushless motors with no dollar limit to be run in the Big Rig dirt pulling class. In addition to the brushless motors, the proposal is to move the between axle spacing from 3 1/2" to 4 1/2" center on center and go to a 4" tall x 3" total tread width. Dual wheels are allowed.

**Racing Proposals**

6. Stock CORR as an official racing class: This proposal is to introduce Stock CORR as an official racing class. The following rules will apply to this class:

Motor: Must use Traxxas 12T motor. Must maintain 18 pinion, 86 spur gear

Battery: 6 cell NiCd/NiMh or ROAR approved 2s 7.4 LiPo

Chassis: Maintain stock Traxxas chassis in stock position

Tires: Maintain stock Traxxas tires and rims in stock position. (S1, spec, or BF Goodrich tires are not permitted)

Weight: Minimum weight of 4.76 lbs

Wheelbase: Wheelbase of 13.2" must be maintained

Body: Any stock or aftermarket CORR truck body may be used. Body must cover wheels.

Other: This is a class for the stock Traxxas Slash 2WD drive truck. No aftermarket parts, or handmade/homemade, hop up parts are permitted. Only changes permitted with the truck is radio and steering servo. This class is to be "cost effective."

7. Modified CORR as an official racing class: This proposal is to introduce Modified CORR as an official racing class. The following rules will apply to this class:

Motor: Any motor level permitted. Must use one motor.

Battery: 6 cell NiCd/NiMh or ROAR approved 2s 7.4 LiPo

Chassis: Any aftermarket chassis is permitted

Tires: Can use any 2.2 CORR specific tire and rims

Weight: Minimum weight of 4.76 lbs

Wheelbase: Wheelbase must be stock for the vehicle being used

Body: Any stock or aftermarket CORR truck body may be used. Body must cover wheels.

Other: This class is for any 2WD or 4WD CORR vehicles produced. Example include Slash 2WD/4WD, HPI Blitz, Ofna Hyper 10, Kyosho Ultima SC, etc.

8. Change mandatory ramp at starting line to optional ramp at starting line.

9. Allow LiPo batteries in Drag Racing: This proposal will allow LiPo batteries in the Drag Racing class with the following specifications:

1. Minimum 4000 mah

2. Minimum 40c rating

3. Must use 2 batteries

10. Lower minimum weight limit by 1/4 lb in racing 4WD Modified Driveshaft.

## TREASURER'S REPORT

-HELEN SINGLETON-

Beginning Balance: \$3,076.26 Ending Balance: \$3,320.68

### EXPENSES:

NR/CTPA Logo Design \$100.00

Sponsorship/Entry Fees \$110.00

Postage/Printing/Office Supplies \$280.58

**Total Expenses: \$490.58**

### INCOME:

Transfer from PayPal \$500.00

**Total Income: \$500.00**

**PayPal Balance: \$143.90**

## SUMMER PULLING IS HERE

-ED FINCHUM-

On the local front, the STPA pulled at Richmond KY as part of the Central KY Smokeout. The indoor facility there worked out well. Jarrod and Dave made a great track that gave us some "Extra Room" to play around (there were some 40, and yes 50+ foot pulls) that made for some great fun. The STPA's most recent event was at the Hooters in Hilliard, OH on June 12. They let us set up right out front in the parking lot. This was the second year for the STPA at Hooters and it was bigger and better this time. We had the entire track

covered with portable shelters and that was a great help with the rain that arrived around noon, and then the sun in the afternoon. There were even two Hooter gals that helped out with sled returns and took our lunch orders (really added to the atmosphere and fun). The winners got trophies, and I think all the pullers got special Hooters Pulling event shirts. They really treat us right and hopefully we will get to return there next year. Special thanks to Dave Corbett for all the leg work, general organization, and track prep that made this

event a great one. The next STPA event is the STPA's big event at Bowling Green, OH August 20 & 21(at the National Tractor Pulling Championships – one of the best outdoor full-scale pulls in the country). Try to come out and join us at if you can.

It's election time for some NRCTPA directors. Please be sure to vote, and let the directors (current and future) know of any ideas you have to improve things and make the organization grow.

## NORTH OF THE BORDER

-TIM LUDYKA-

Hey all not much new in the North just preparing for the Worlds hope to see you all there. Don't forget our Championships September 11 in Orono free admission to the fair please contact myself at 705-799-1657 for details. That's all for now.

It's NOT Too Late to Sponsor a World Championships Class!

Contact Chris Bercaw if Interested

## FROM THE SECRETARY'S PEN

-ANDY LINKENHOKER-

Greetings,

I appreciate the patience everyone has shown in preparation of this most important newsletter issue. The Executive Board has worked tirelessly over the past few months preparing the annual ballot while planning for the upcoming 22nd Annual World Championships!

The ballot is printed as an enclosure. You simply need to complete the ballot, fold it as necessary, stamp and place it in your closet mailbox. You will find detailed information for each proposal within this newsletter in hopes that you will be an informed voter! Do not hesitate to contact the Executive Board with any questions prior to voting. Please submit your ballot ASAP so tallying can occur and a proper transition can occur at this year's World Championships.

You will also find all the information you need, including registration form and tee

shirt order form, in this newsletter for the upcoming World Championships. Registering prior to September 10, 2010 provides the "early bird" special. If you plan on ordering tee shirts, please submit that order before September 17, 2010 so we can give the vendor ample time to prepare the order prior to the World Championships. We will have a limited supply of tee shirts available at the World Championships. No guarantees can be made regarding available sizes and colors at the event so place your orders early!

Hotel room reservations should be done early to ensure a room is available for the event. You can call the Ramada Inn at 1.800.851.8300. Refer to the NRCTPA World Championships during the reservation process to secure the discounted rate: \$64.00/night for a regular room and \$94.00/night for a Jacuzzi room. If you plan on staying Sunday night make sure you note that while registering and the cost will

be \$47.00 for Sunday night.

While time is running out in preparation of the World Championships I encourage everyone to attend an affiliate club's event over the next couple of months. These events are always fun and they provide you an opportunity to test your equipment before October.

For those of you that did not attend the Spring Nationals in May, I set the registration table up as my pit table on the pulling side. I plan on doing this again for the World Championships. The registration table will be open Friday afternoon and night. Please find me to pick up your registration packet sooner than later on Friday. This will allow us to prepare the computers for Saturday morning in hopes of starting on time.

Until then, take care and be safe. I hope to see many of you in October!

	Class	Channel	Quantity
Carpet Pulling	2WD Open I		
	2WD Open II		
	2WD Truck		
	4WD Pro Modified		
	Bar Tire Sportsman		
	Big Rig		
Dirt Pulling	Pro Stock Tractor		
	2WD Nitro (15 lbs)		
	2WD Open I		
	2WD Pro Modified Electric		
	2WD Pro Modified Nitro (10 lbs)		
	4WD Box Stock		
	4WD Modified Driveshaft		
	4WD Scratch Built		
	Bar Tire Sportsman		
	Digger		
	Dual Motor Modified		
	Garden Tractor		
	Gas		
	Insane		
	Pro Stock Tractor		
Racing	2WD Modified Tuff Truck		
	2WD Stock Tuff Truck		
	4WD Driveshaft		
	4WD Modified Monster Truck		
	4WD Modified Tuff Truck		
	4WD Open Monster Truck		
	4WD Tube Chassis		
	Modified 4WD Independent Suspension		
	Novice (\$10.00 entry fee)		
	Sport Modified		
Other	Stock 4WD Independent Suspension		

### Entry Fees

- 1) From now until September 10, 2010 entry fee is \$15.00. Payment must be included.
- 2) From September 11, 2010 until October 7, 2010 registration is \$20.00 per entry. Email and phone entries are accepted during this time with or without payment.
- 3) The cost to enter at the door is \$25.00. *No exceptions.*
- 4) Novice entry fee is \$10.00 whether early or at the door.

Total number of Novice entries	_____ x \$10 = \$ _____
Total number of other entries	_____ x (\$15, \$20, \$25) = \$ _____
Total for Tee Shirt Order	\$ _____
Membership(\$25.00 for single memberships, \$30.00 for family membership. \$5.00 discount for members of NR/CTPA affiliated clubs.	\$ _____
<b>TOTAL AMOUNT OWED</b>	<b>\$ _____</b>

Send entries and payments to: NRCTPA, 95 Ely Road, Monson, MA 01057

Name	Address	City	State
		Country	Zip Code
			Phone Number

# 22ND ANNUAL NR/CTPA WORLD CHAMPIONSHIPS

## TEE-SHIRT ORDER FORM



The above artwork is this years 22nd Annual NR/CTPA World Championships Tee-Shirt Logo. We recommend you place your order at the same time you register for the event to ensure you receive your preferred shirt color and size. A limited number of shirts will be available at the event, but no guarantees can be made regarding colors and sizes. Cost is \$10 per short sleeve shirt for sizes Youth through X-Large. XX-Large and XXX-Large cost \$12. Long sleeve shirts cost an additional \$2 per shirt (\$12 & \$14 respectfully). Please complete the form below and enter the total amount due on the registration form.

*Available Colors: Black, Blue, Gray, Red, & White*

*Available Sizes: Youth, Small, Medium, Large, X-Large, XX-Large, XXX-Large*

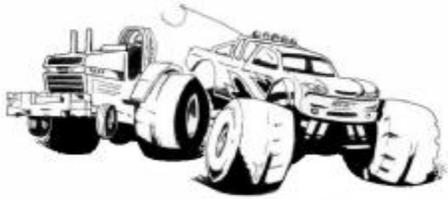
*Long Sleeve Shirts Available*

**MUST ORDER BY SEPTEMBER 17, 2010 TO ENSURE DELIVERY AT WORLD CHAMPIONSHIPS**

SIZE	COLORS <i>Black, Blue, Gray, Red, White</i>	LONG SLEEVE (Y/N) \$2 more per shirt	QUANTITY	TOTAL COST
YOUTH (\$10)				
SMALL (\$10)				
MEDIUM (\$10)				
LARGE (\$10)				
X-LARGE (\$10)				
XX-LARGE (\$12)				
XXX-LARGE (\$12)				
<b>TOTAL</b>				

## AFFILIATED CLUBS

<i>Affiliate #</i>	<i>Club Name</i>	<i>Contact Name</i>	<i>Contact Address</i>	<i>Email</i>	<i>Telephone</i>
#1	County Line R/C Pullers				
#12	Borderline Pullers	Joe Kilian	2649 Ferndale Ave. Hamburg, NY 14075	rctruck-pull@roadrunner.com	
#25	ABC R/C Racing and Pulling	Dick Mathiesen	244 W Main St. Waukesha, WI 53186		262.542.1245
#51	R/C Pullers of CNY	Dave Engle	P.O. Box 82 Baldwinsville, NY 13027		315.676.5692
#53	Monsters & Sled Dragons Pulling Team	Brad Pitt	16708 S Morel St. Lockport, IL 60441		518.588.1075
#72	Ontario Scale Pulling Association	Tim Ludyka	53 Sarah Cres. Onemee, Ont. Canada, K0L-2W0		705.799.0465
#77	Tweaked Racing Team	Tim Powers	1965 Old Logan Rd. Lancaster, OH 43130	www.tweakedracing.com	740.687.4569
#80	Keystone R/C Pulling & Monster Trucks	John Neiman	RD#3 Box 324 Blairsville, PA 15717		724.459.8674
#86	STPA	Jake Haulman	Ohio, Pennsylvania, Indiana		937.484.8205
#90	Downriver R/C Club	Bobby	22789 Northline Rd. Taylor, MI 48180	my711t1@aim.com	734.287.7405
#92	Windy City R/C	Dan Jones	404 W Collins Casper, WY 82601		307.232.1313
#93	5280 Pulling Club	Jason Riddle	Denver, CO		303.412.3114
#94	Rebel Street Pullers	Scott Plantin	Ohio & Indiana		219.285.2536
#95	Illinois Monster Truck Series	Jason Renard			
#96	Central MN R/C Pulling Club	Josh Baumgartner	62062 245th Street Litchfield, MN 55355		320.674.7119
#97	R/C Motorsports Group	Derrick Pero		dpero2@gmail.com	585.395.0013



NATIONAL RADIO  
CONTROL TRUCK  
PULLING ASSOCIATION

95 Ely Road  
Monson, MA 01057  
USA

Phone: 716-627-4321  
E-mail: [rctruckpull@roadrunner.com](mailto:rctruckpull@roadrunner.com)

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NRCTPA.ORG

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ADDRESS SERVICE REQUESTED

*NR / CTPA World  
Championships*  
October 8-10, 2010  
Holiday City, OH

Please check our website for the latest happenings

[www.nrctpa.org](http://www.nrctpa.org)