

NR/CTPA NEWSLETTER

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



SEPTEMBER 2010

VOLUME 20 ISSUE 5

FROM THE PRESIDENT

-JOE KILIAN-



The excitement is building for the 22nd WORLDS. By now probably everyone knows that there are 7 pullers from the Netherlands coming and bringing 9 of their top notch vehicles, including the world famous turbine tractor. We are planning to run all of this stuff in the hotel. Most likely we will have to modify the exhaust system a little to cope with the heat from the tractor known as "Heat." The usual pleas for help go out. As you all know this event cannot function without members helping out. We will need a lot of help on the racing side this year...and as always packing up. Packing up is the single

most important job of the whole weekend I know everyone wants to go to dinner or back to their rooms after the event however...this stuff must be carefully packed up so it is not damaged when we drag it all out at the SPRINGS.

If you have it...if you have the room...please bring a marked table (with your name on it) bring a power strip and extension cord if you have one of those as well...this will assure enough space and cords for everyone. There are 2 event rules that will be included in this years event. 1. the OLD motor rules for Prostock Tractor (no brushless allowed in this class) if you have a brushless

motor put 2 more pounds on it and raise the hitch to 3" and run it in Super Stock (the new STPA class). The second event rule involves the TRAXTOR pulling tires...they are legal on carpet and dirt in every class except 4wd Box Stock (Clodbuster class) that requires stock tires so they are out there. Everyone has their own opinion on these tires but the Executive Board does not see an out and out advantage on these tires. We have not seen these run in all classes yet but in the ones they have been in competition they have not overshadowed the other tires...yet.

Keven Hetmanski from Radio

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EXECUTIVE DIRECTOR THOUGHTS

-CHRIS BERCAW-

Greetings NR/CTPA Membership,

I can't believe that the summer is almost over and fall is on its way. You know what happens in the fall? That is right, the 2010 NR/CTPA 22nd Annual World Championships! It will here in just a few weeks, are you ready...are your vehicles ready? I hope so!

PULL TOWN USA - Aug 20-21-22 was the 2010 National Tractor Pulling Championships. According to Jake Haulman, "not only was this the biggest

BG pull for us it was also the smoothest. Everyone chipped in to Git-R-Dun and help me put on the best one yet. We had 101 entries and around 500 hooks on our worn out sled. The spectators were awesome and were even willing to stand in the rain to watch us." THANKS to Jake Haulman for setting up this event; Ed Finchum for track maintenance; Cindy Damewood for score keeping, and all those that helped throughout the weekend you all did an AWESOME job with this event.

SPONSORS - By the time this newsletter is in your hands, the 2010 World Championship class sponsorships will be closed or close to closing. THANK YOU to everyone that sponsored a class.

Please try and pre-register as many of your vehicles as possible. The award purchases are based on what is pre-registered, so please try and enter early to save some money too. ALSO, when you are mailing in your entries, take a few minutes to

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EXECUTIVE DIRECTOR CONTINUES...

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review the ballot that was included in the last newsletter and VOTE!

EXCITING NEWS - In case you have not been on RCMT or heard, we will be having (7) pullers coming from Germany. This will make the event a true WORLD Championship event! I hope everyone will make them feel welcome.

HELP – If you are asked to help at the World's event, please do. It will make it more enjoyable for all that are involved. The more people that are involved will make the event run smoother.

When at the event and filling out the form that has all of your "particulars" for each vehicle, please fill out the form completely. It would be nice if you were as detailed as possible, but if you at least fill out the

brand that will be very helpful. When you give us this information it makes it easier to convince the manufacturers that we are using what the industry provides us.

Thanks to everyone that has worked so hard to get the Association where it is today and where it can be for the future.

WATCH OUT WORLD

-ED FINCHUM-

On the local front, the STPA pulled at Wapakonetta, and Asland, OH. And then we headed south to Brandenburg KY in July, and back North to Bowling Green, OH in August. It's been a great summer for RC pulling and all of these events went well, with good attendance (of pullers and of spectators). We had some hot weather in Brandenburg, and a bit of rain at Bowling Green, but not enough to stop us from

having a great time, and doing a lot of pulling.

The Worlds is just around the corner, and I hope you plan to attend. It's been posted on the RCMT site for some time now, but in case you hadn't heard, we are going to have some visitors from Holland this year at the Worlds. I really look forward to meeting these fellow RC pullers, and learning more about their vehicles and pulling.

Please join me in welcoming them to the US, the great state of Ohio, and our Worlds competition. There are many videos on YouTube of RC pulling in Holland and some other parts of the world. If you haven't seen any of these videos I recommend checking them out (there are some very cool RC pullers in Europe). At the Worlds, we are always looking for

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JOE CONTINUES...

(Continued from page 1)

Control Car Action is coming to cover the event in a couple brand new ways. Speaking of Car Action I was interviewed by pulling newbie Tom Ross he made a couple mistakes there in it but this is the kind of coverage we need. What I am saying is let these guys make the mistakes they are learning...let them learn...like we all did. R/C Pulling and Monster truck racing is not exactly the most popular form of R/C...to us it is...but world-wide not-so-much...we need guys to get into it learn

the hobby and promote the hell out of it. I hope all of you have the funds and time to make this year's WORLDS...and buy one of our outstanding t-shirts while you are at it. There are also a couple regional events still planned before the WORLDS there is the Canadian Championships in Orono Canada Sept 11th contact Tim Ludyka and the Dirt Grand Nationals in Central New York the following weekend on the 18th contact Dave Engle. I think STPA has an event in Xenia OH Sept 23-24, but will have to check for sure. Lastly after coming from the Mother of all tractor pulls Bowl-

ing Green...I have to tip the old hat to STPA for a super nice pull on Friday...and they fought off the light rain on Saturday to put on a pull which was the only thing moving all day Saturday in Bowling Green. I could not believe the crowd standing in the rain to watch this...Saturday night brought the big tractors out after they worked up the track and that was insane. Anyways the summer is winding down and we have had a blast on the road at these events and can't wait until the WORLDS. This is going to be fun.

See ya when I do!

HERE COMES THE WORLDS

-JIMMY GRAHL-

I hope everybody has had a great summer. Here in Michigan, its been hot and wet, and it is unusual to have both. I might as well get to the subjects I have on my mind. New batteries are being introduced monthly by manufactures. NRCTPA only allows those that are ROAR approved, 2s Lipo cells for racing. ROAR's list is growing by-monthly. Check the list and make sure you have the proper cells. If you run your vehicle with unapproved cells, then you may lose your times.

Traxxas Slash and tires: Traxxas has changed their tires in the past 3 months. The BF Goodrich and Kuhmo tires are legal for racing but, they must be the standard tire, or spec. S1 compound will not be allowed. The main reason for this is any carpet surface I have seen these tires run on will leave huge black marks. I would rather not see any damage to the atrium's carpet floor, so this compound will not be permitted. To identify the tire, simply look on the side wall. It will be blank, say spec, or say S1. S1 is the only compound not permit-

ted. Traxxas has made these changes in the past 3 months so we need to change to accommodate.

I'll remind everybody about rule 6 of the racing rules. Front and rear tires must be of the same width and height. I seen some violations on this rule at the last Worlds. As of the Springs, the track Directors know what to look for and it will be addressed as they come up. Hopefully, it won't.

I hope to see you at the Worlds.

World Championships Hotel Information:

Ramada Inn: 1.800.851.8300

Call Today and Reserve Your Room

WATCH OUT WORLD (CONT.)

(Continued from page 2)

sponsors of various classes, and of course volunteers to help out. If you're interested in being a sponsor, working a tech table, helping out with track work (set up, maintenance, or tear down), or other things that come up, please let me or one of the directors or officers know and we will try to get you hooked up with something fun to do.

There are discussions underway to have a new NR/CTPA track built for dirt pulling.

The current association wood-frame track has served us well for many years, but is showing many signs of wear and tear so it is time to replace it. Hopefully we'll have a new aluminum-frame dirt track sometime in 2011. The County Line Pullers have been gracious enough to allow us to use their dirt track for many years, but we can't count on someone always being available to bring that club's track to the Worlds. Jake Haulman has brought the STPA dirt track to the Worlds several

times and will do that again this year. Thanks to County Line, and the STPA clubs for helping out the NR/CTPA so many years.

So come to the 2010 Worlds and bring a friend. It's sure to be a great one with lots of new people to meet and things to see, and maybe some food and drink here and there. It just doesn't get much better than that!

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*

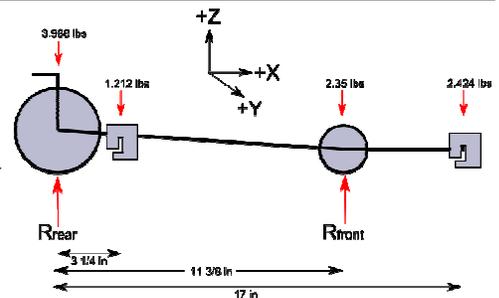
PHYSICS OF PULLING (PART II: TRACTOR FORCES) -DERRICK PERO-

In Part I, I discussed the forces within the sled. In this part I will use the same calculations for the tractor. I will use my 2wd Pro Modified Electric as the demo tractor.

Each class has a maximum weight limit. Where one puts that weight is up to the driver. Basic statics explain what happens when we move weight around. There's 2 axis where we primarily put weight. Front to back (X) and left to right (Y). Weight in the vertical axis (Z) is not something that is normally changed as it is mainly built into the design of the tractor. However, it does make a difference in performance. I will only be discussing the X and Y directions in this part.

I use different terms to classify weight; unmovable and moveable. Unmovable

weight is that which is designed into the construction of the tractor. Moveable is that which can be easily moved to different positions on the tractor. To start this exercise, I need to know how much the unmovable weight is and where it is. The easiest way is to simply weigh the front and rear separately. My Pro Mod weighs 3.988 lb on the rear and 2.35 lb on the front. That gives me 3.01 lb to put where I want. At the last event I ran at, I had 1.212 lb on the rear bar and 2.424 lb on the front bar.



Using the same methods from Part I, I can calculate how much total weight is on the front and rear axles:

$$\begin{aligned}
 R_{\text{front}} = \sum M_{R_{\text{rear}}} = 0 &= (1.212 \text{ lb} * 3.25 \text{ in}) \\
 &+ (2.35 \text{ lb} * 11.375 \text{ in}) \\
 &+ (2.418 \text{ lb} * 17 \text{ in}) + (-R_{\text{front}} * 11.375 \text{ in}) \\
 &= \mathbf{6.31 \text{ lb}}
 \end{aligned}$$

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SCHEDULE OF EVENTS

Event Name	Date(s)	Location	Contact	Events
NR/CTPA World Championships	October 8-10, 2010	Holiday City, OH	www.nrctp.org	M.T Racing, Dirt & Carpet Pulling

Do you have article submissions? Events to list? Photos to share? All submissions are welcome...

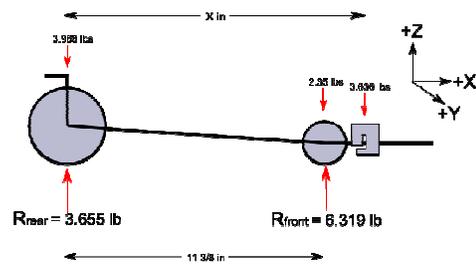
PHYSICS OF PULLING CONTINUES...

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$$R_{\text{rear}} = \sum M_{\text{Rfront}} = 0 = (3.988 \text{ lb} * -11.375 \text{ in}) + (1.212 \text{ lb} * -8.125 \text{ in}) + (2.418 \text{ lb} * 5.625 \text{ in}) + (-R_{\text{rear}} * -11.375 \text{ in})$$

$$= 3.658 \text{ lb}$$

Something that has been said to me over the years is that the "weight must be placed over the front or rear axles only". Simply not true. Using the above axle weights, I could have simply put 3.6 lbs of lead at 12.42 inches from the rear axle and have the same effect. I used the same techniques to determine the location:



$$R_{\text{bar}} = \sum M_{\text{Rrear}} = 0 = (6.319 \text{ lb} * 11.375 \text{ in}) + (2.35 \text{ lb} * 11.375 \text{ in}) + (3.636 \text{ lb} * X \text{ in})$$

$$= 12.42 \text{ in (from the rear axle)}$$

The next logical thing to do is to solve for the resultant of the parallel forces in the Z axis. The results will be used later to find the load on each tire. It is important to state that this tractor has a pivoting front axle. That places the resultant force from the two front tires at the axle's pivot point. I believe this to be a performance advantage (and it makes the calculations a heck of a lot easier). Here are the forces and their

locations for reference:

	Weight	X (in)	Y (in)
Front weight bar:	2.424	17	-0.25
Left rear weight bar:	0.606	3.25	1.875
Right rear weight bar:	0.606	3.25	1.75
	Unload ed Weight	X (in)	Y (in)
Left rear:	1.9	0	2.6875
Right rear:	2.1	0	2.6875
Front:	2.35	11.375	0.125

And the equations:

$$\sum F = R = 1.9 + 2.1 + 2.35 + 2.424 + .606 + .606 = 9.986 \text{ lb}$$

$$\sum M_x = 2.424(17) + .606(3.25) + .606(3.25) + 1.9(0) + 2.1(0) + 2.35(11.375) = 71.87 \text{ lb-in}$$

$$X^? = \sum M_x / R = 71.87 / 9.986 = 7.2 \text{ in}$$

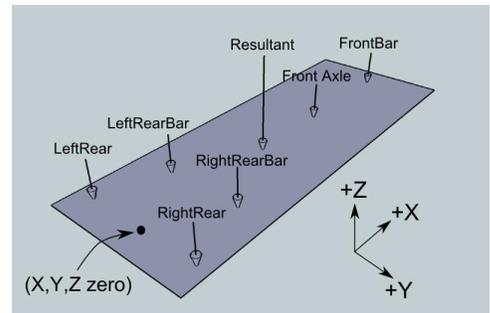
$$\sum M_y = 2.424(-.25) + .606(-1.875) + .606(1.75) + 1.9(-2.6875) + 2.1(-2.6875) + 2.35(-.125) = -0.438 \text{ lb-in}$$

$$Y^? = \sum M_y / R = 0.438 / 9.986 = -0.04 \text{ in}$$

After all that, there is a force of 9.986 lb pushing down at X = 7.2 in, Y = -0.04 in.

The following diagram is an attempt to show the forces and their approximate locations.

Side to side weight is as important as front to rear. It is used to compensate for a bad (or too good) tire, track conditions, or even imbalance from the unmovable weight. Putting more weight on a tire gives it more traction from friction. If it compresses, more lugs contact the ground. Also if it compresses, more work can be done by that tire; the torque is higher be-



cause the axle is closer to the ground.

Although scales can be placed under each tire to determine the loading, this is the "Physics of Pulling" so I must also show you some calculations proving it out. Using the resultant of the parallel forces in the Z axis found earlier, I can play with the weights positions and predict how much each tire will be loaded. Why would I want to do that? Well. The game we play is to get that full pull in 3 moves or less so a little forethought here helps achieve that. Put the values in a spreadsheet and you have a handy reference to throw in your toolbox. When this article is uploaded to my website, I will make available a spreadsheet

PHYSICS OF PULLING CONTINUES...

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which has all the calculations in the series.

Three equations are used solving for 3 unknowns. I used linear algebra to solve for those unknowns. That's beyond the scope of this article but I will show the 3 equations. They should look a little familiar by now.

$$\sum F = 0 = 9.986 + R_{\text{LeftRear}} + R_{\text{RightRear}} + R_{\text{FrontAxlePivot}}$$

$$\sum M_x = 0 = 9.986(7.2) + R_{\text{LeftRear}}(0) + R_{\text{RightRear}}(0) + R_{\text{FrontAxlePivot}}(11.375)$$

$$\sum M_y = 0 = 9.986(-.04) + R_{\text{LeftRear}}(-2.6875) + R_{\text{RightRear}}(2.6875) + R_{\text{FrontAxlePivot}}(0)$$

Here are the results after solving:

R_{LeftRear} :	1.80 4	lb
$R_{\text{RightRear}}$:	1.86 3	lb
$R_{\text{FrontAxlePivot}}$:	6.31 9	lb
Total:	9.98 6	

When I put the tractor on the scales to verify, I got:

R_{LeftRear} :	1.86 0	lb
$R_{\text{RightRear}}$:	1.89 2	lb
$R_{\text{FrontAxlePivot}}$:	6.23 0	lb
Total:	9.98 2	

Hopefully you learned something from all this and it helps the next time you're at the track or building a tractor. Part III will explain the sled-tractor interaction. I will go over different hitch height and length scenarios and what it takes to get the front of the tractor to lift.

NORTH OF THE BORDER

-TIM LUDYKA-

Hi folks, We are all busy winding up for three major pulls in a row here the Cana-

dian Championships, followed by the Grand Nationals in NY

then off too the Worlds see you all then!!

FROM THE SECRETARY'S PEN

-ANDY LINKENHOKER-

Greetings,

I first want to thank those members who took the time and voted on the important topics listed on this years ballot. Your votes have been counted and the official results can be found in this newsletter.

The 22nd Annual World Championships are a few short weeks away. I have begun receiving registration forms from many of you. I encourage everyone to pre-register prior to event as this makes things run more smoothly Friday night and hopefully sets us up for a timely start Saturday morning. If you haven't reserved your room please do so now. The hotel contact information can be found inside this newsletter and do not forget to note you are participating in the event to secure the hotel room discount rate.

This year's event promises to be memorable with special visitors from the Netherlands. I know we will all show our guests a

great time and hopefully they can return home with fond memories of the event and the NR/CTPA.

To make the event run efficiently we are always looking for volunteers. Please do not hesitate to see one of the Executive Board members if you want to assist and please accept the responsibility if you are asked to help out. All the attendees are there to race and pull and the more assistance we get to run the event the more fun all the attendees will have.

A newfound focus I will have during the registration process if ensuring your Registration Sheets are filled out in their entirety when you resubmit them Friday night. Please take the time to accurately list your vehicle's specifics on these sheets. Many of our prospective sponsors and manufacturers are asking for this information before they agree to sponsor the event. Without this important data we are simply spinning

our wheels. Lets work together to ensure we are securing the most sponsors we can get.

And finally, I hope the membership renewal reminder/notice found in your last newsletter was helpful. I now plan on inserting this reminder in member's newsletters that have pending expiration dates. Hopefully this new initiative will prevent lapsed memberships and ensure timely receipt of newsletters and other membership benefits. Please contact me with any questions you may have regarding this.

Until next time, be safe and enjoy.

AFFILIATED CLUBS

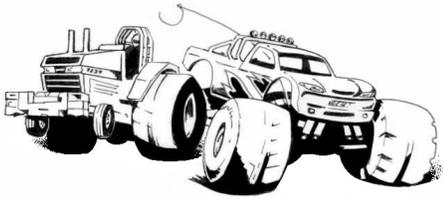
<i>Affiliate #</i>	<i>Club Name</i>	<i>Contact Name</i>	<i>Contact Address</i>	<i>Email</i>	<i>Telephone</i>
#1	County Line R/C Pullers				
#12	Borderline Pullers	Joe Kilian	2649 Ferndale Ave. Hamburg, NY 14075	rctruck-pull@roadrunner.com	
#25	ABC R/C Racing and Pulling	Dick Mathiesen	244 W Main St. 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

2010 NR/CTPA BALLOT RESULTS

Pulling Directors: Congratulations to the newly elected pulling directors: Mark Damewood (2 year term), Tim Ludyka (2 year term), Derrick Pero (2 year term), and Chris Smith (1 year term).

Monster Truck Directors: Due to Bart Maimone's recent resignation, Mike Eckenrode (2 year term) and Scott Taylor (2 year term) remain as Monster Truck Directors and the Executive Board will appoint a replacement for Bart Maimone.

- | | | |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <p>1. Award Ribbons at NR/CTPA Spring Nationals: Voted NO</p> | <p>2. 2WD Box Stock as an official dirt pulling class: Voted YES</p> <p>3. Change 2WD Open II dirt pulling to 2WD Unlimited dirt pulling: Voted YES</p> <p>4. Battery chemistry rule change in Insane dirt pulling: Voted YES</p> <p>5. Allow brushless motors and change axle spacing in Big Rig dirt pulling: Voted YES</p> <p>6. Stock CORR as an official racing class: Voted YES</p> | <p>7. Modified CORR as an official racing class: Voted YES</p> <p>8. Change mandatory ramp at starting line to optional ramp at starting line: Voted YES</p> <p>9. Allow LiPo batteries in Drag Racing: Voted YES</p> <p>10. Lower minimum weight limit by 0.25# in racing 4WD Modified Drive-shaft: Voted YES</p> |
|----------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|



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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