

NR/CTPA NEWSLETTER

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



JANUARY 2011

VOLUME 21 ISSUE 1

FROM THE PRESIDENT

-JOE KILIAN-



Where do I begin? In the past year a lot of changes in the industry have caused us to re-evaluate our position. From year to year we struggle with decisions to allow new technology and in the past we rejected that but eventually did allow some in (normally a few years late and then something else comes along). We were in that mode right up until this year. First off, I need to thank the current board members who as a group, addressed all of this in a extremely civil and intelligent manner. Since November we have been brain storming (what

if scenarios) and have come to the point we are now at. Basic values once etched in stone had to be changed. What we have done, is now open up the rule-book and allow all electric technology into the association. In batteries originally, we had NiCad's then NiMH came along. When they came out do you remember, those batteries blow up when they get wet? (hello Chris at the Worlds maybe they still do) but by and large they did not. Now there are new formulas out there. Now we have LiPo's and hey, these things really blow up in fact you will need a bomb proof

bag when you charge them. After a while people learn how to handle this stuff and they become safe. (I really hope everyone reads the instruction manual on all of this so they don't blow up in the hotel.) What we became were the last guys on the block to enter the parade. Maybe this also connects with how the industry views the association. I can see them saying hey, we develop this stuff and these guys always refuse to use it. This places us on the shelf as a niche group. I feel now we are in the front row. If you got something, we
(Continued on page 3)

EXECUTIVE DIRECTOR THOUGHTS

-CHRIS BERCAW-

Greetings NR/CTPA Membership,

Happy New Year! I hope all of you had a great start to the New Year. As this New Year starts, that means it is time to start preparing for the 2011 Spring Nationals FUN-Raiser (April 29-30 & May 1) and World Championship (October 7-8-9).

Coming up very soon is County line RC Puller's Super Pull (February 25-26-27), I hope to see a lot of your there. It is a great time.

For those of you that have been on RCMT you will know that

there is a few changes coming to the pulling & racing divisions. Some of the changes are as follows: similar classes combined, use of LiPo batteries in pulling classes, brushless motors in pulling classes, etc. All of the changes will be printed in the new rule books that will be effective March 1, 2011 . . . it is VERY IMPORTANT when you get your rule book to read through it, as what might appear to be unchanged, may be slightly changed.

As mentioned above, the Spring Nationals Fundraiser is just a couple months away. Please check out the sponsorship

thread (<http://www.rcmt.biz/bd/showthread.php?17501-2011-Spring-Nationals-Class-Sponsors>) on RCMT for the most up-to-date list of classes that are sponsored and need sponsored. The price per class is \$35, EXCEPT 4WD Modified MT which is \$50. Deadline is April 16, 2011. Post on RCMT thread or contact me (contact information is on the 2nd page of the newsletter) if you would like to sponsor a class or two or know of a business that would like to.

Thanks.

INSIDE THIS ISSUE:

AFFILIATED CLUBS	8
ANDY LINKENHOKER	7
CHRIS BERCAW	1
DERRICK PERO	6
ED FINCHUM	2
JIMMY GRAHL	8
JOE KILIAN	1
MARK DAMEWOOD	3
MATT STOLTZ	5
MIKE ECKENRODE	5
OFFICERS/ BOARD MEMBERS	2
SCHEDULE OF EVENTS	7
WORLD CHAMPIONSHIP FLYER	9

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Check Out the NR/CTPA World Championships Flyer!

A NEW YEAR FOR PULLING

-ED FINCHUM-

. On the local front, the STPA held pulls near Urbana at the Sutphen Fire Truck plant, and near Woodstock inside a nice farm shop. We had about 100 entries at each one and these were "eating events" so there was plenty of good food on hand for grazing when you felt the need. These are both great pulls and if you are available next year, we plan to run them again so join us if you can. I also had the chance to pull with our Kentucky friends just south of Elizabethtown, KY at a new event inside a private softball practice building. That worked out to be a fantastic track, and a real nice pull (thanks Jeff and all the others involved). Hope we can all get together and do that one again someday.

There has been a lot of discussion in all pulling clubs lately about brushless motors, and LiPo batteries. In the STPA we've done some testing at both Ohio events listed above with various brushless motors and LiPo battery combinations that are in line with what the NR/CTP is considering for allowing these newer technologies in pulling classes. These motors and batteries pull better and require less (almost no) maintenance and hold a charge for an entire event, plus the run like crazy. So I think we are nearly down to dotting the "I" s and crossing the "T"s" in terms of adapting our pulling rules for these new technologies. I won't go into more detail than that as others are more involved and up on this than I, but I've seen the Future (of electric pull-

ing) and it looks Great.

The Springs are just around the corner, so please plan to attend that event if you can and bring a friend or two. We can always use volunteers to help out with all the tasks that have to be taken care of so if your able, volunteer and help out when you can.

I am stepping down as the NR/CTPA Pulling Director after 2 years in that roll, but still plan to stay on as a regional director. It is time for someone else to take it from here. Thanks to all of you that helped work and run the pulling events the last 2 years (we couldn't have done it without you)!

See ya at the Springs

JOE CONTINUES...

(Continued from page 1)

will try it. We now allow all types of batteries with maximum voltages as the determining factor. If anything else gets invented I guess we would need to try to struggle with that but for the most part it is wide open. In motors, except for very few classes we will be allowing any type of electric motor too. The industry has ditched economod motors and MSRP for a lot of the inexpensive motors with BL technology. We feel you will only be buying one motor anyways, instead of 3 or 4 economod brushed motors and try to develop one good one. That one motor will last forever really and you will tune it with your ESC, as opposed to the lathe, springs, brushes, dyno and whatever else you used. So in reality those economod motors were not that cheap. In the pulling economod classes we have developed legacy classes. Where you can still run that economod motor if you want and 7 cells or 2S LiPo. If you go brushless you will have to run 6 cells or a 2S LiPo battery. We will give that 1.2 volt bonus to the old technology. We now will allow any motor that fits into the

truck, no size limits (well, it has to fit under the body), no MSRP, no innunner or outrunner rules etc. It was felt that the super high powered expensive BL small motors could be matched up with a larger sized cheaper one. We are letting only voltage determine the class not motors and voltage. When we did this, it was a chain reaction in some classes that were built mainly around a motor size. In racing. For example, 4WD Stock IS and 4WD Mod IS . We are combining those into one larger class which, since you can run any motor you want, and that was most of the determining factor, there was no need for 2 classes. Really, the stock trucks post faster times than most of the modified or within a second or so after a weekend of racing on our small tracks. Tube chassis is combining with Modified 4WD for times mostly and low attendance. I am sure the other directors will be covering a lot of this and I won't go into specifics. The road we chose 22 years ago needed a new direction. The equipment we used to create a lot of these classes is out of production, the rate that new technology is developed is too fast to discuss and vote on...we decided well, use

it all. After you crunch the numbers and buy a couple LiPo's for the whole fleet, instead of one battery for each truck, one great motor instead of a lot of crappy ones to get that great one, eventually it will be a wash money wise. Most of this old stuff is wearing out and new motors and batteries need to be purchased, after much discussion, it was felt that the new stuff will work better and in the long run might even be cheaper. The rulebook will look different this year you will need to read it. When I took over a long time ago I was advised by Jim Bee mainly, and others, to go slow this is a very conservative group. I did take that to heart and tried to keep changes to a minimum. However, industry wasn't using that line of thought, they really cannot. As an association we are now finally competing against European entries (hopefully that will continue) and we need to take our place as a world governing body I guess. I know for sure somebody will have to come up with something good to beat that Turbine tractor though. Now lets boldly go where no one else has been.

Hold my beer and watch this...

Do you have article submissions? Events to list? Photos to share?

All submissions are welcome...

Please email sales@nrctpa.org!

GEARING UP

-MARK DAMEWOOD-

I know the winter months can be a little boring and long between events. However, the STPA has been quite busy. On Dec. 11 we had our 2nd Annual Sutphen pull put on by Jake Haulman in the Sutphen Manufacturing wash bay at the Springfield, Ohio facility. Good times were had by all, we had 80+ vehicles, a tour of the plant (lots of great fire trucks in different stages of completion), and of course lots of great

pulling action. January also brought some time for us to play. Four of us ventured out of Ohio and went to a pull put on by the Central Kentucky club at Hodgenville, KY on the 22nd. Didn't know what to expect considering they said it was going to be in an indoor softball practice facility. We were pleasantly surprised, the dirt was great and we all had a great time. On the 28th we had the Woodtucky Nationals. We

had 96 pullers on a great track made by Dave Corbett. There were a few new vehicles, lots of new faces, and a lot of Lipo testing. I know everyone enjoyed the potluck dinner and of course the pulling. I know I'm excited about the up coming events, The Super Pull (with Fuel!) and of course the NRCTPA Spring fund raiser. Hope to see you all there.

**THANK YOU TO THE
2010 WORLD CHAMPIONSHIPS SPONSORS!**

- * **Bartos Chassis**
- * **Castle Creations**
- * **CheapBatteryPacks.com**
- * **Chris Bercaw**
- * **County Line RC Pullers**
- * **CowRC**
- * **Davin Refrigeration Inc.**
- * **Downriver R/C**
- * **Ed Finchum**
- * **Eric Krush**
- * **Gene Nine**
- * **Great Planes - Duratrax**
- * **Haulman Manufacturing**
- * **Hooter Chassis & Hobby Shop**
- * **Jarred Jones**
- * **Jerry's Radio Control**
- * **Joeshow**
- * **Koogler Pulling**
- * **Lucas Oil Pro Pulling League**
- * **Mark Ucasz**
- * **Monster Jam**
- * **Monsters and Sled Dragons Pulling Team**
- * **Outlaw Hobby**
- * **Parma**
- * **Performance Motion**
- * **Phil's Hobby Shop**
- * **Pro-Line**
- * **RC4WD**
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- * **rcpullingtractors@yahogroups**
- * **Smitty's Custom Auto**
- * **STPA RC Pulling Club**
- * **Tamiya**
- * **Termyte Pulling Chassis**
- * **Tower Hobbies**
- * **Traxxas**
- * **Xtreme RC Car Magazine**

MAKING INTRODUCTIONS

-MATT STOLTZ-

Hello to all of you fellow members. My name is Matt Stoltz and I have been given the privilege to become a Racing director in the NR/CTPA. I just wanted to take the opportunity to introduce myself and to thank the club for giving me the opportunity to help out. I remember opening the March 2000 issue of RC Car Action Magazine and seeing the coverage of the '99 Worlds. As a 10-year old monster truck fan, seeing the pictures of R/C monster trucks and pullers in action just set me in

awe and I vowed to myself, "One day, I will race with these guys." That dream came true seven years later, and in 2007 I attended my first Worlds and have been to every one since. I got started in R/C Racing in May of 2005. Since then I have been involved with almost every kind of R/C car and truck competition out there, and spent 3 and a half years working as an R/C Specialist at a local hobby shop. Now, here I sit writing to all of you fellow club members and I am certainly excited for the opportu-

nity to help with the club!

Things have been going very smoothly so far between myself, the other new directors and the rest of the officers and we have been making a lot of progress to help make the club more efficient and to make it more fun and enjoyable for everyone out there. If you see me at an event, feel free to stop and say hello or ask any questions, and look for my black and gold trucks on the race track, pulling track, or in the pits! Thank you all again and I hope to see you soon!

THE RACER'S EDGE

-MIKE ECKENRODE-

Hi everybody, I hope the winter weather isn't getting to you too bad. I have a lot of news to bring to you in this edition of our newsletter. The monster truck directors have been working on a lot of new things. Some items have been finalized and put into place while others are still being worked on. If you visit RCMT.net you might already know about these changes. We, as directors, are working together to try and bring back the "fun" in the racing division while at the same time, streamline things. We want to bring the racing division up to current standards and polish things a bit. We are working to make changes in needed areas without changing so much that we lose our identity.

I'll bring the big news first since it is important. The Tube Chassis class has been dissolved and all trucks left from this class will be integrated into the 4WD Modified class. No changes are necessary for tube chassis trucks to run in 4WD Mod. Aside from chassis difference, the two classes were the same. Entries in Tube Chassis were down and have been for some time so we decided to absorb this class into the Mod class. This change takes place beginning with the 2011 Spring Nationals.

Another big change to the racing division is weight limits. We discussed this area of the rules and decided that we no longer need to have established minimum weight limits. When Lipo batteries entered the scene, these batteries made the trucks

lighter. What was happening was people were and still are adding weight, not so much to make legal minimums, but rather to make the trucks handle properly. Evidently, a solid axle truck needs a certain amount of weight to respond properly when jumping. We felt it was senseless to have a weight rule when it no longer applied. So, feel free to make your truck as light or heavy as you see fit. The decision is now solely the racers for what their trucks weigh. This change takes place beginning with the 2011 Spring Nationals.

Here's one more for you all too. The Stock Independent Suspension and Modified Independent Suspension classes are now one class. We looked at racing result from several events and found that there is very little difference in times between the two classes. The track types we run on are tight and don't really allow for the high speeds to ever really be a factor. So, in our ongoing effort to streamline the racing division, we decided this was best for everybody. This change takes place beginning with the 2011 Spring Nationals.

We have more we are working on right now and as it is completed, the information will be passed onto the membership. Please check in at RCMT.net in the NRCTPA discussion forum for all current news releases regarding the racing division. We have a lot we are working on to continue the streamlining process and current class structure. We not only aim to make

the events run smoother, but to also make them more fun and enjoyable for everybody. 2011 will be a great year for the NRCTPA racing division and we hope all of you will come and see for yourselves how fun it is to be a part of. Please pass this information on to everybody you know who may compete this year. While we put this information in the newsletter and on line, every little bit helps to get as many people informed as possible. If you have questions or concerns regarding what you have read here or on line, please contact any of the directors, myself included via e-mail, phone or at RCMT.net.

One area that I will tell you we are working very hard on is Sport Modified. This class needs new direction because the 17-turn brushed motors used in this class are getting very hard to find. We hope to have a solution in place as soon as possible in order to keep this class not only competitive, but alive and well. Stay tuned for more information concerning this class.

Remember, if you know somebody who might be interested in racing, please encourage them to give the NRCTPA a try. If you know some members who haven't raced in a long time or some that may have "retired too early", try to encourage them to give it a try again too. We always need new members, young or old, veteran or new, *everybody* is welcome. Thank you and hope to see everybody at the 2011 Super Pull.

Sled-Tractor Interaction

The next important thing to understand is how much force the tractor is required to overcome as the sled moves down the track. That is the friction force caused from the pan sliding on the track surface. There is some force required to make the box travel however it is small in comparison, at least on a well designed sled, and it will be ignored in this article.

As you can imagine, it is not so easy to calculate the friction force. There are many factors that contribute to it:

- Weight in the box
- Pan material
- Pan surface roughness
- Track surface
- Track moisture content

If you were to try to calculate it, the formula would be:

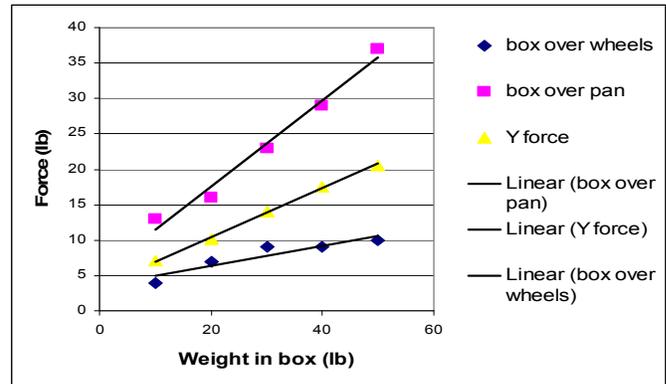
$$F_f \leq \mu F_n$$

where:

- F_f = is the force exerted by friction,
- μ = is the coefficient of friction,
- F_n = is the normal force exerted between the surfaces.

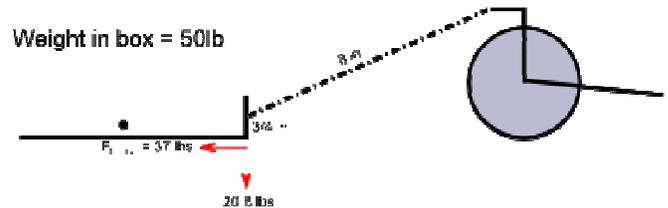
Try to find the number in a book which describes the conditions listed above. There's too much going on to merely look up a coefficient of friction and it's really quite simple to do an experiment; put some weight in the box and measure how much force it takes to move the sled. It would be best to do this under actual pulling conditions. For this article, I put several different weights in the box of the sled modeled in Part I and measured the force required to move it. I had great intentions of measuring it at the 2010 World Championships but I simply forgot. I performed the test on my dirt off-road racing track. Not quite the same as a pulling track but close enough to discuss. The surface was similar in moisture content to most tracks I have pulled on. Also consider that this is kinetic friction; measured with the sled moving. The static friction is higher and only comes into play at the start line.

Weight in box (lb)	F_f with box over wheels	F_f with box over pan	Y force
10	4	13	7.1
20	7	16	10.1
30	9	23	14.1
40	9	29	17.5
50	10	37	20.6



What this means is with 50 lb. in the box, you have to overcome 37 lb of force due to friction at the 30ft line. Also measured was the force required to lift the chain vertically, shown in the "Y Force" column. There is a moment about the pan to sled frame pivot point that needs to be considered under some circumstances. With a good sled design this won't be a problem and can be neglected. You'll know there is a problem with your sled design if the front of the pan is lifting. I will be neglecting it.

From the equation of the linear trend line, the forces due to any weight in the box can be calculated. Next up is a free body diagram showing 50lbs in the box.



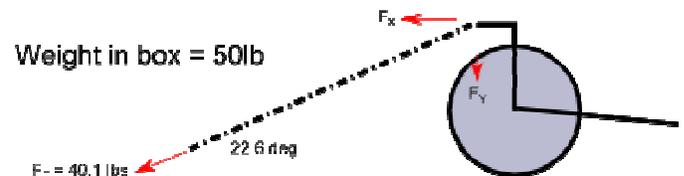
Also necessary to know is the angle of the chain. Our rules say that the chain is to be attached to the pan at a height of $\frac{3}{4}$ in and is to be 8 in long. With the Pro Mod Electric hitch height being 4 in, that makes the angle of the chain...

$$\text{SIN}((4\text{in} - .75\text{in}) / 8\text{in}) = 22.6 \text{ degrees}$$

Now I can calculate the tension force in the chain...

$$37\text{lb} / \text{COS}(22.6\text{deg}) = 40.1 \text{ lb}$$

And finally, what matters can be calculated which is the component forces on the hitch. A free body diagram once again...



The forces are split into X and Y components.

$$F_x = \text{COS}(22.6\text{deg}) * 40.1\text{lb} = 37\text{lb}$$

$$F_y = \text{COS}(90\text{deg} - 22.6\text{deg}) * 40.1\text{lb} = 15.4\text{lb}$$

PHYSICS OF PULLING: PART III CONT...

You might have noticed that $F_x = F_f$. With right triangles, the forces can be transferred to the opposite side. Unknown was F_y which needed to be calculated. Also important is if F_y is greater than what I called the "Y force" of the pan, the front of the pan will lift.

As to what happens to the tractor because of those forces, that will have to wait until next time.

FROM THE SECRETARY'S PEN

-ANDY LINKENHOKER-

Greetings,

I hope everyone had an enjoyable holiday and season and that 2011 has been full of health and happiness. It is that time where the Executive Board focuses on the new rulebook to come out in March and finalizes plans for the Spring Nationals Fund-raiser event.

As you will see throughout this newsletter along with the RCMT forums the rulebook is bound to be dramatically revamped. Please take time to read all the articles this month, catch up on the forums and wait anxiously for the rulebook. The changes are for the betterment of the association. The NR/CTPA could not continue its philosophy of resisting change out of fear of losing membership. In fact, we were losing potential membership due to the inability to accept new technology while current members were dropping because it has become more difficult to find available products that fit within our current rules. I applaud

the directors and officers for their hard work. It is a true testament to how an association should work and how progress happens when there is a clear and agreeable goal.

I am getting excited for the 2011 Spring Nationals. The 2010 World Championships were the best event I have attended since getting back into R/C Pulling nine years ago. Our Dutch friends were a real treat. I hope we can use their enthusiasm as move forward and remember the real reason we all participate in pulling and monster truck racing: IT IS FUN!

Everyone should know by now that the newsletter is not going to be mailed out anymore. However, if you are one that really wants a hardcopy, please contact me at sales@nrctp.org or call me at 413.668.8844. I have a small handful of members who have requested a hardcopy.

Please note that we will continue mailing important documents. The rulebook will

be mailed out in March. We will continue mailing out event registration forms and other documents needed for event planning. We will also mail out ballots for our annual elections. The savings we will experience through sharing the newsletter electronically will finally place the association in stable financial position. Our goal is to reinvest this savings back into the association so our members can experience top notch events.

Please remember our annual Town Hall Meeting is held at the Spring Nationals. If you have rulebook revision proposals come prepared with the written proposal and required signatures. Are you interested in getting more involved? We will have several Executive Board elections. I hope to see a lively and productive meeting this year!

Well, I wish everyone the best of luck this year. Take care!

SCHEDULE OF EVENTS

Event Name	Date(s)	Location	Contact	Events
Super Pull	February 26-27, 2011	Franklin, PA	Darren Mealy	M.T Racing, Dirt & Carpet Pulling
Spring Nationals	April 29, 30, & May 1, 2011	Holiday City, OH	www.nrctp.org	M.T Racing, Dirt & Carpet Pulling
World Championships	October 7-9, 2011	Holiday City, OH	www.nrctp.org	M.T Racing, Dirt & Carpet Pulling

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

CHANGES

-JIMMY GRAHL-

Hey everybody.

The NRCTPA is making some major leaps forward in both divisions. When you get your rule book, please take a look at these changes. You can also visit rcmt.net under the NRCTPA forum and read the current changes.

We are in the process of streamlining the racing division. What has prompted this you ask? The Industry has. Technology has changed everything. The new 6th generation LiPo cells are stronger and safer than

ever. The new brushless technology is better than ever. No cogging, power now, and top end to die for. Also, Manufacturers are introducing new trucks all the time. These are popular due to price point, and simply put, they are fun to drive. So in turn we need to make changes not only to accommodate these changes, but also think about these things for the future.

We are also looking at the entire racing division and the classes. I will post a question, and really ask yourself this question.

With today's technology, why do we have weight limits? Maybe many years ago it was needed, but now? Why do we have two IS classes when the times at the last race were identical?

These are the items we are discussing, and many more. With these changes, it will make us more flexible for all the new stuff the Industry throws at us.

I hope to see you at the Springs

2011 WORLD CHAMPIONSHIPS

NR/CTPA



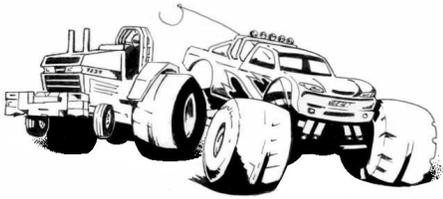
4 Pulling Tracks
16 Sled Pulling Classes
4 Monster Truck Tracks
13 Monster Truck Classes
Concours Judging
Elimination Racing
Drag Racing
50/50 Raffle
Door Prizes
Freestyle
Trophies

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ADDRESS SERVICE REQUESTED

NR/CTPA
Spring Nationals
Fundraiser Event
April 29, 30, & May 1, 2011

Please check our website for the latest happenings

www.nrctpa.org