



Outlaw Truck and Tractor Pulling Association
www.outlawpulling.com

Date: 3/22/08

To: OTTPA Modified Tractor Competitors

From: Doug Roberts, OTTPA President

There has been increased concern about the direction the Outlaw modified tractor class has been going the last 2 to 3 years. This past year the mod class averaged 8 vehicles per event. This is not a bad average considering the decline in the number of vehicles hooking with the OTTPA the last 3 years. In 2004 we had a average of 11.2 vehicles per event, followed by 10 in 2005 and then 7.6 in 2006. When the events are up in our northern region we had 9 to 11 at most every event as 11 out of the 18 mods that hooked last year are located in Nebraska, Iowa, and South Dakota. With our new schedule, less hooks, and a \$5000 purse with \$1000 to win we should see a better average this year. When comparing our average of 8 mods at each event to other associations, only NTPA Grand National events averaged more at 11 vehicles per event. The PPL averaged less at 7 vehicles, followed by NTPA Region 3 with a 6 vehicle per event average. I think the OTTPA mod class has the best variety of all the associations. The 8 vehicle per event average usually included 2, 3-engine V8s, 2 allisons, 2 turbines, 1 Rolls Royce, 1 Packard, and sometimes 1 International. The OTTPA modified tractor class can be classified into 1 industrial, 3 wedge V-8s (3 chevys), or 2 hemis. In the industrial category we have 9 vehicles: 4 allisons (2-Geiger, 1-Hanson, 1-Marrow), 2 turbines (Behrends, Petsch), 1 Rolls Royce (Longnecker), 1 Packard (Rursch), and 1 International (Nelson). In the 3 chevys category, we have 5 vehicles (Huser, Ulmer, Gilleland, Neaves, Pinkley). In the hemis category we have just one now and that is the new vehicle of Justin Gallion.

After talking to some of the OTTPA competitors as to why they are not participating with OTTPA as much or are now participating with other associations instead, two things were mentioned most often. The first is the dominance of the one industrial Rolls Royce of Wayne Longnecker and the other is our 2 hemis competing against 3 chevys compared to hooking with other associations where they can run 3 hemis against 4 chevys which is more favorable to them by a one half engine. The 2 hemi category is where we have lost the most competitors (Loftice, Kielmeyer, Purser, Swearingin). The same goes for Don Nelson and the International as he also is getting one half engine advantage when he runs the International with 2 V8's against 4 chevys.

The category that I have been concerned with the most has been the industrial engines with the big variety and cubic inch differences. Four years ago I had a competitor call me because he wanted to buy Doug Drussel's old mod tractor with the V-8 Ford tank engines and run with OTTPA. He wanted to run 2 engines as that would be the only way it could compete with our rules unless extensive engine work was done on just one engine. The cubic inch on the Ford Tank engines was 1100 each for a total of 2200 cubic inches. This would still be less cubic inch than the Packard and Rolls Royce that run with us now. At the annual OTTPA meeting that year, I brought this up and said we need to look at making a rule that these industrial engines that get up to 1700 or more cubic inches need to remain closer to stock. These bigger cubic inch engines should be able to just add turbocharging and fuel only or it could become a problem some day. If someone wanted to spend the money on enough aftermarket parts (billet pistons, ductile sleeves, billet rods, billet heads or head work, etc.) it could be a significant performance advantage over other engines in this class. I also thought we needed to put a limit of 2500 cubic inches on this class. The first of my suggestions was to allow the 2 Ford V-8 tank engines. It was voted down by the class competitors and we lost a potential competitor that year. No action was taken on the putting performance limits on these larger cubic inch engines. The cubic inch rule was voted in. Four years have passed without any performance limits being established. Without limits the larger cubic inch industrial engines have great potential to dominate the class.

A comparison among competitors highlights these advantages. When comparing the 2239 cubic inch Rolls Royce of Wayne Longnecker to others in the class it is almost 4 times bigger than Don Nelson's International in terms of cubic inches. It also has 6 more pistons, 18 more spark plugs, and 36 more valves. Don now runs around 90 lbs. or more of boost and has had 3 rod failures in the last 3 years. Two years ago when he won the points, he finished the year with the 2 chevys as the International had broke. The Allison aircraft engines are limited to the amount of boost they can run because of the bad connecting rods they have. This keeps them from dominating the class at 1710 cubic inches and they had limits such as restrictor plates put on them in NTPA regional pulling. Now that the rest of the competition has caught up with them, this rule has been dropped by NTPA. The big Packard at 2495 cubic inches of Darrin Rursch runs mostly all stock parts except for the fuel and turbocharging and has not been a problem. We have seen the potential of the Packard from time to time, but it has not dominated the class. The turbines are only allowed so much total factory horsepower ratings and can run any amount or combinations of engines up to that total horsepower limit. When you look at the 3 chevy tractors that run in this class, they have an overdrive blower limit at 43% to keep them in even competition with the rest of the class. Even with that, 2006 points champion Terry Pinkley started out with 4 engines and was down to 1 left running by the end of the season. Vern Huser has had engine failures the last two years along with Cameron Neaves. In talking to Craig Ulmer, he has to work on their engines all the time to run them hard enough to win. The 2 hemis of Justin Gallion's new mod had engine problems this past year, along with Billy Loftice's and Wayne Purser's engines in previous years. My conclusion is that the 3 chevys, 2 hemis, and the International are all running about as hard as they can with all the breakage that they are experiencing. The turbines are limited by the total factory horsepower rating they are allowed, the allisons by the connecting rods they have, and the Packard by using mostly stock parts.

After visiting with Wayne 3 years ago he reported breaking the supercharger drive and was making a better shaft to solve this problem. He was also working on the supercharger clutch. He informed me he could shift it on the go as it had a 2 speed overdrive on the supercharger and when he shifted to the overdrive side going down the track sometimes it would fail. When it didn't fail, we saw the true potential of this engine.

With 39 hooks in the Mod class this year I was able to get some good figures to look at in this class. Especially the top 2 modified tractors of Wayne Longnecker and Vern Huser as they both went to every hook. In the 39 hooks the River Rat broke down 10 times resulting in a last place finish, but still won the points race by 15 points (1370 to 1356). Out of the 29 hooks left he won 16 times, finished 2nd six times, came in 3rd five times, along with one 4th place and one 5th place.

In comparing the River Rat to the second place tractor Say Goodbye of Vern Huser, there were 21 hooks where neither one broke down, had a bad hook, or pulled on an obviously bad track, etc. This resulted in calculations based on good and fair distances. The River Rat beat the Say Goodbye tractor 16 times by a total of 250.08 feet for an average of 15.08 feet per hook (distances of 38.02, 36.02, 36.01, 24.00, 23.06, 18.03, 14.07, 14.06, 14.02, 13.08, etc). The Say Goodbye tractor beat the River Rat 5 times by a total of 39.09 feet for a average of 7.8 feet (distances of 12.03, 10.03, 9.02, 6.02, and 1.11 feet). When comparing this to another OTTPA class, there is one class that is similar in number of hooks and finishes. The Pro Stock tractor class had Dirtslingin Deere and Geared Green both going to 34 hooks this year. The Dirtslingin Deere won the points race by 25 points (1132 to 1107). Out of 21 hooks Dirtslingin Deere won 14 hooks by a total of 106 feet for an average of 7.6 feet (distances of 19.02, 14.4, 11.07, 11.02, 10.04, 8.06, 7.10, 6.02, 5.03, 3.11, 3.10, 3.02, 1.11, 0.02). Geared Green won 6 by an average of 9.5 feet for a difference of less than 2 feet.

When you compare the Rolls Royce to the top two 3-engine tractors, taking the best hook from the highest finishing tractor of Say Goodbye and Sweet Pain combined, there are 26 hooks to look at. River Rat won 18 by a total of 237.01 feet for an average of 13.02. The combination of Say Goodbye and Sweet Pain won 8 hooks by a total of 67.02 feet for an average of 8.01 feet. This is a difference of 10 wins and 5.01 feet.

When you compare the Rolls Royce to the International-powered tractor of Don Nelson (industrial engine) there are 9 hooks to look at. River Rat won 6 by a total of 123.04 feet for an average of 20.07 (39.05, 27.08, 25.02, 16.05, 11.07, 3.01). The International won 3 hooks by a total of 49.02 feet for an average of 8.01 feet (28.04, 20.00, 0.10). This is a difference of 3 wins and 12.06 feet.

When you compare the Rolls Royce to the two turbine-powered tractors, taking the best hook from the highest finishing tractor of Turbinator and Thermal Thunder combined, there are 13 hooks to look at. River Rat won 9 by a total of 218.04 feet for an average of 24.02 (47.07, 37.11, 33.00, 24.10, 22.02, 18.10, 14.02, 11.01, 9.09). The combination of turbines won 4 hooks by a total of 22.02 feet for an average of 5.06 feet (8.11, 8.01, 3.10, 1.04). This is a difference of 5 wins and 18.08 feet.

When you compare the Rolls Royce to the top two Allison tractors, taking the best hook from the highest finishing tractor of the Ready to Run and Boneyard Beast combined, there are 24 hooks to look at. River Rat won 22 by a total of 496.10 feet for an average of 23.04 feet (48.00, 34.03, 33.10, 32.02, 32.00, 31.09, 29.04, 25.10, 25.04, 25.00, 24.00, 23.05, 22.11, 22.09, 22.06, 17.04, 16.03, 13.01, 7.10, 7.09, 5.01, 4.02). The combination of the Allisons won 2 hooks by a total of 6.04 feet for an average of 3.02 feet (3.6, 2.9). This is a difference of 22 wins and 20.02 feet.

I did not do any comparisons with the 2 hemis as we only had the new Natural Disaster of Justin Gallion hook with OTTPA this year. He made his first hook at Enid, OK and fought blower belt problems with 1 engine most of the time. He did end up with a 4th place finish at his last hook in Hutchinson, KS. The Rolls Royce broke at this hook.

When comparing the other categories the competition is quite close, and there seems to be no big advantage by any of the other different combinations. Here is a brief look at the other categories.

The International compared to the best finish of all 6 of the 3 chevy tractors is 6 wins for the International for an average of 16.01 feet. The chevys won 10 times for an average of 15.01 feet for a difference of 1 foot.

The International compared to the best finish of all 4 Allisons was 9 wins for the International for an average of 11.07 feet. The Allisons won 3 times for an average of 8.01 feet for a difference of 3.6 feet.

In comparing the International to the turbine, there were only 3 hooks to compare. The turbines won 2 by a 4.02 average and the International won the 1 hook at McLouth, KS, by about 20 feet.

When you look at the average of the best finish by any of the six 3 chevy tractors compared to the 2 turbines it was 11 wins for the 3 chevys by an average of 11.05 feet compared to 5 wins for the Turbines at an average of 7.06 feet for a difference of 3.11 feet.

The 3 chevys also won 18 hooks against the Allisons by an average of 12.09 feet compared to the 4 Allisons at 9.02 feet for a difference of 3.07 feet.

When you compare the 2 turbines to the 4 Allisons, it was 7 wins for the turbines by an average of 13.01 feet compared to 7 wins for the 4 Allisons by an average 12.08 feet. This is a difference of 5 inches.

When you look at the overall wins compared to hooks at the 39 events the Rolls Royce won 16 times with 39 total hooks of which 10 times it broke. The six 3-chevy tractors won 16 times also, but with 82 total hooks (Say Goodbye-11, Sweet Pain-4, Hooterville Express-1). The International won 5 times with 17 total hooks and the turbines won 2 hooks out of a total of 50 hooks.

After researching these facts and figures it is my recommendation to the OTTPA board to put an overdrive limit on the supercharger in the Rolls Royce, just as we do on the blowers in the 3-chevy category. The specific amount of overdrive limit to be determined should be fair and reasonable for even competition in the modified tractor class. The other option would be a restrictor plate opening as was done to the Allisons for years. Class rule modifications are allowed in the OTTPA bylaws and are used in other classes on such things as purse, weight, class jumping, fuel, tires, cubic inch, turbo, etc. NTPA has a similar rule that reads: Any pulling vehicle that is displaying a defined dominant edge in competition will be factored by the NTPA Executive Board.

OUTLAW TRUCK AND TRACTOR PULLING ASSOCIATION BYLAWS

ARTICLE V Meetings

Section 3- Competition rules shall be voted on by members of that class that are current members of the Organization.

Section 4- Any rule deemed detrimental to the Organization can be amended by the Board of Directors. Any rule deemed instrumental to the well being of the Organization can be implemented by the Board of Directors.

Thanks, Doug Roberts

Modified Tractors (MOD)					
	VEHICLE	COMPETITOR	TOWN	POINTS	PHONE
1	River Rat	Wayne Longnecker	Cambridge IA	1370	515-669-4401
2	Say Goodbye	Vern Huser	Ankeny IA	1356	515-964-5229
3	Ready To Run	David Geiger	Allen Ne	1164	402-635-2213
4	Boneyard Beast	Jeff Geiger	Cedar Falls IA	1137	319-464-4766
5	Thermal Thunder	Kyle Petsch	Milford NE	865	402-730-0043
6	Turbinator	Cody Behrends	Firth NE	743	402-440-0280
7	Sweet Pain	Craig Ulmer	Menno SD	637	712-470-4540
8	Texas Bull Whip	Donald Nelson	Cat Spring TX	592	979-732-7815
9	Tool Time	Darrin Rursch	Taylor Ridge IL	411	309-795-1502
10	TX Thunder	Brady Marrow	Brownfield TX	383	806-441-5360
11	Dust Devil	Jerry Hansen	Manson IA	320	712-469-2585
12	Cotton Candy	Cameron Neaves	McAdoo TX	295	806-790-6526
13	Natural Disaster	Justin Gallion	Edmond OK	258	405-590-0331
14	Oso Negro	Weldon Gilleland	Uvalde TX	190	830-591-6405
15	Fuhr Pulling	Brian Fuhr	Leigh NE	88	402-276-1200
16	Earthquake	John McManus	Taylor Ridge IL	33	309-795-1315
17	Roarin Rooster	Terry Pinkley	Springdale AR	32	479-530-2045
18	Hooterville Express	Bill Murr	McLouth KS	31	913-796-6203
19	The Mod	Robert Polson	Springfield NE	30	402-253-2123