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DATE: January 18, 2008

TO: OTTPA Pro Stock Tractor competitors

FROM: Doug Roberts, OTTPA President

I am writing this letter because of the concerns with the direction the Pro Stock Tractor class is headed. This class is one of the most popular of the ag tractor classes and has always been a fan favorite. The promoters have always wanted this class with the sound, smoke, and speed associated with it. My concern now is that the number of pro stock tractors participating at OTTPA events has been declining for 3 years in a row. We have gone from a peak of 24 pro stock tractors in 2004 to 21 in 2005, 16 in 2006 and now just 13 in 2007. That is a 46% decline in the past 3 years.

This is not just an OTTPA problem. It is a problem everywhere. Just about every pro stock tractor that runs with OTTPA, NTPA, and PPL is invited to the Louisville tractor pull in February. There are just not that many pro stock tractors left pulling. ITPA (Illinois) has been struggling with numbers for years and NTPA Region 3 does not even offer this class.

I have been making changes in this class for the last 2 years as far as purse, payouts, and scheduling are concerned and have not been able to change the downward spiral in the number of pro stock tractors participating in OTTPA events.

In 2002 I gave this class 6 more hooks and raised the purse \$200 to \$2200 with a 10 place payout. The class responded and went from 11 to 15 tractors with the average going up to 8.8 tractors per hook.

In 2003 I gave the class 3 more hooks, and we gained 6 more tractors for a total of 21 pro stock tractors. The average dropped .1 to 8.7 tractors per hook.

In 2004 I raised the purse \$300 for a total purse of \$2500 and left the payout at 10 places. The class gained 3 more tractors for a total of 24 pro stock tractors. This was a 54% increase in just 3 years. With the number of tractors up to an all time high and this class so popular, I gave the class 10 more hooks, as a lot of promoters were requesting this class.

In 2005 the class average dropped 1.2 tractors per hook to an average of 7. This was to be expected with 10 more hooks. The class also lost 3 tractors for a total of 21 pro stock tractors. With this drop in average to 7 tractors per hook, I took the payout back to 8 places (which is the same as a small purse raise).

In 2006 we lost 6 more tractors to make a total of 16 pro stock tractors left in OTTPA. The class average also dropped .7 to 6.3 tractors per hook. One of the bright spots in 2006 was the addition of Geared Green, which accumulated 1280 points to finish 3rd in points. Bryce and Calvin VanGenderen won "Rookie of the Year" award for their efforts.

In 2007 I tried to turn the class around and took away 10 hooks and raised the purse \$500 for a total of \$3000 paying 10 places. The class average dropped .1 to 6.2 tractors per hook which surprised me with 10 less hooks. The class also lost 3 more tractors, so now there are only 13 pro stock tractors left in OTTPA. This is a 46% decrease in tractors in just 3 years. Both the average (6.2) and the number of tractors (13) are the lowest since 2001.

In 2008 every class in OTTPA is getting a substantial raise in purse with fewer hooks as I'm restructuring the way OTTPA does events with the higher fuel prices and other expenses. As a result of this along with other factors, I feel this is the way to go. The OTTPA pro stock tractor class will now pay a \$5,000 purse with a 12 place payout. \$1000-\$850-\$700-\$575-\$475-\$375-\$275-\$200-\$175-\$150-\$125-\$100. I also dropped 8 more hooks off the schedule for total of 25 tentative hooks for 2008. With most competitors in this class being ag related I made a lighter schedule for pro stock tractors in June as this class has always started the season with low numbers. Some are still planting and spraying crops. With a higher purse (\$5000), less hooks (25), and better schedule (no hooks in Texas), I have done all that I can do for this class. It is now time for some of the OTTPA pro stock competitors to step up to the plate and do something or this class is not going to make it.

Outlaw has around 200 1-time hooks each year and only 11 were in the pro stock tractor class. All of them were either a super farm or limited pro stock tractor except for "A Mere Deere" at the Iowa State Fair. Even with the "Hillbilly Binder" pre-committing and hooking on the PPL tour last year, Jimmy got none of the PPL pro stock tractors to support his pull in Richland, MO. Even with the \$5,500 USA purse in 2006 we gained only a few tractors (Sapp, Little, Masterson(2), Eilenfeld) at some of the events. With TV this year at Wisner, Nebraska and multiple hooks, we gained none. In other words, we have to take care of this problem ourselves and cannot count on outside help in this class.

I do not know where this class would be without the addition of Dirtslingin Deere, which has accumulated 6217 points in the last five years, along with Geared Green, which has accumulated 2387 points in the last two years. Losing Ace in the Hole this year really hurt. Jerry in the last five years has still accumulated 3791 points followed by Wampuscat with 3721 points. Both of these are exceptional OTTPA supporters of this class, especially with Ricky living in central Nebraska and Jerry in northern Illinois. The problem is that we have a lot of competitors from Missouri and Iowa that do not support OTTPA enough that live right in the middle of the events.

The number of tractors is so low now that every competitor has to do their part to make events further from home and make OTTPA their number one choice to hook at instead of other associations. Of the 13 tractors left in OTTPA only five went to over 60% of the events. The other eight went to 36% or less. A nice surprise was Jeff Parker from Ohio going to 24% of our pulls.

### PRO STOCK TRACTORS (PS) – 33 HOOKS

1	Dirtslingn Deere	David Yarick	Rich Hills MO	1132.5	31 hooks (94%)
2	Geared Green	Bryce VanGenderen	Eddyville IA	1107	31 hooks (94%)
3	Wampuscat	Rick Behrendt	Ravenna NE	858.5	25 hooks (76%)
4	Hillbilly Binder	Jim Brackett	Richland MO	853.5	24 hooks (73%)
5	The Bad	Jeff Ummel	Reeds MO	685	21 hooks (64%)
6	Red Zone	Bill Behrendt	Ravenna NE	396.5	12 hooks (36%)
7	The Gang Green	Gary Porter	Mercer MO	386	12 hooks (36%)
8	Unnatural Disaster	David Hansen	Honey Creek IA	370	11 hooks (33%)
9	Hurrical Allis	Elvin Domann	Winchester KS	327	10 hooks (30%)
10	Out For Justice	Jeff Parker	Martinsville OH	268	8 hooks (24%)
11	RamRod	Rod Ewing	Clio IA	229	7 hooks (21%)
12	Smokin Eagle	Jeff Anderson	Pierce NE	95	3 hooks ( 9%)
13	Deerly Devoted	Jim Corey	Rockwell City IA	72	2 hooks ( 6%)

One of the big reasons I hear this class is going backwards is because the class has too many hooks. Just the opposite is true and my records from other classes confirm this. When you have lots of hooks, there is more opportunity for different competitors to hook closer to home and have a choice of more dates to work in their schedule. This is not the reason the class has lost just about half of its tractors in 3 years. A high number of hooks does affect the average of tractors per hook. Yet this class lost only one vehicle per hook since 2004(7.2 to 6.2). The difference now is that in 2004 with 24 pro stock tractors and 40 plus hooks, we would pick up different tractors in different areas and had no hooks with 4 tractors or less, where as this year with just 13 tractors and 33 hooks we had 8 events with 4 tractors or less (not acceptable). Only at one event this year (Iowa State Fair) did the pro stock tractor class have over the 10 place payout and a pro stock competitor was not guaranteed a purse check.

When I look at why this class has gone backwards (46%) in 3 years after growing (54%) in the preceding 3 years. I can only believe the cost and maintenance of a pro stock tractor is the number one reason for a decline in numbers. We need to put a limit on this class to hold the horsepower, maintenance, and costs down. With all the engine failures in the pro stock tractor class this problem is just going to get worse as better technology, pumps, and turbos are developed. OTTPA lost a pro stock tractor “Boiling Point” in 2005 when the block split at the 3rd hook of the season. Not only did we lose that tractor the rest of that season, we have lost that tractor ever since. Since then, other tractors with different associations and the Louisville Tractor Pull has seen this problem. Now a big block John Deere at Gordyville, IL has split a block. It is just a matter of time before a competitor, flagmen or spectator gets hurt, something needs to be done.

I think the best way to limit horsepower and maintenance is with the turbo. I started looking at this last year with all the turbo failures and declining numbers in the pro stock tractor class. That along with the success we've had in the super farm class with a box Turbo. The problem now is there is not a box turbo big enough for this class at this time. With the popularity

of this type of class and the low numbers of pro stock tractors, OTTPA started a new limited pro stock tractor class for the 2008 season. We do not need another ag tractor class, as this will make six classes in OTTPA pulling (6SS, SF, LPS, PS, DSS, USS). The problem is with the unlimited super stock tractor class having just 4 tractors, pro stock tractor class having 13, and diesel super stock tractor class having 16 tractors, 1/2 of the classes are struggling. Without more tractors this year, the unlimited super stock class is not going to survive as this class has stayed the same with 4 tractors since 2003. The diesel super stock class does great when hooked in the right places and should average around 10 or more this year. This class has gained 2 tractors since 2003. The fate of the pro stock tractor class will be decided this year as the class has lost almost half its tractors in three years, with over half the class (8 of 13) going to less than 36% of the events.

As I said earlier, I think the best way to limit horsepower, cost, maintenance, etc. is with the turbo. I looked at a certain size opening (slug) in front of the turbo, but the turbo cost and maintenance will go higher as better turbos are developed to suck more air through a smaller opening. I got feedback from some of the OTTPA competitors on turbos they are running, along with supply and service from the different suppliers they are using. After researching this area, I am leaning towards the Hypermax 4.8 Turbo. One of the big reasons is supply, service, and reliability of the turbo from Hypermax Engineering. There are better turbos on the market as far as performance goes from Hypermax Engineering and other suppliers, but that is not what I'm after. I want to put a limit on horsepower and maintenance where it is today along with reliability so OTTPA competitors will not miss an event due to breakage. This also should even up the competition even more. I also found out that OTTPA competitors are using 5 or 6 of these Hypermax 4.8 turbos now. After talking to Jeff and Jerry at Hypermax Engineering, they are going to put \$5000 in the end of season awards for the OTTPA pro stock tractor class. They also will lower the price of the 4.8 turbo to \$9,500. I thank both of them for their help in the pro stock tractor class. If I decided this is the direction for OTTPA, it will be for three years (2008, 2009, and 2010.)

The next problem I want to address is the big block John Deere engine. One of the first things an engine builder looks at for performance limitations on any given engine is bore spacing. The bigger the bore spacing (distance from center of one piston bore to the next piston bore) the bigger the piston bore can be and with that the bigger the valves in the head, this means better airflow, which equals better performance. This is why two-wheel drive and four-wheel drive classes have bore spacing limits in OTTPA and NTPA. The bore spacing on a big block John Deere engine is 6 inches. In comparison to a small block John Deere and International engine with a 5.375 bore spacing. The small block John Deere and International engine along with others can get a maximum of 4.875 piston bore. The 5010 and 6030 John Deere tractors came out with a smaller 4.750 piston bore, but the block was used in other applications (four-wheel drive tractors, field choppers, etc.) with a 5.125 piston bore. Some time ago, competitors started putting these in their 5010 and 6030 John Deere pulling tractors. Now with custom-made sleeves and billet pistons the piston bore can be increased to 5.500 in big block John Deere engines. This is a distinct performance advantage that no other engine in pro stock tractor pulling can achieve. This is not a problem in OTTPA at this time as we have only one big block John Deere engine pulling with OTTPA. That tractor is Unnatural Disaster of David and Mason Hanson of Iowa. They went to 33% (11 hooks) that the class was offered at in 2007. We have

had only a handful of competitors with the big block John Deere engine hook with the OTTPA in the last few years (Sapp, Little, Masterson) which amounted to 2.8% of our hooks. If OTTPA is going to make a decision on this matter now is the time to do so.

OTTPA in 2007 had a good mix of John Deeres and Internationals along with 1 Agco in the Top 10. There were 4 small block John Deeres and 3 Internationals in the top 7 in the end of season points. The only big block John Deere engine finished in 8th place. When you look at other associations, it is becoming a problem with some. With NTPA on the Grand National circuit, you have a good mix of small block John Deeres and Internationals in the top 10. NTPA also had 4 John Deeres and 3 Internationals in the Top 7. OTTPA and NTPA both have a good show for the fans and even competition for the pullers. When you look at the PPL tour you see the big block John Deere engines in 1st through 7th place and 9 out of the top 12 tractors. This is not a good show for the fans and is not fair competition for all the competitors. This show I do not want for OTTPA fans or our promoters. Why NTPA has no big block John Deere engines and PPL has too many, I do not know. Below is a list of the competitors that are getting this letter. Also enclosed is a 16-year history of OTTPA pro stock tractor pulling along with other paperwork. Enclosed is an opinion sheet to send back if you want to. I would appreciate your opinions on these matters before I make a decision on February 4th.

Thanks Doug.

P.S. Oskaloosa, IA just called and confirmed the OTTPA Super National Pull on September 5 and 6. (4WD, PS, MOD)

David Yarick	417-395-2760		
Bryce VanGanderen	641-969-4732	Calvin VanGendren	641-969-5020
Rick Behrendt	308-452-3128		
Jim Brackett	417-594-1667		
Jeff Ummel	417-359-9764		
Bill Behrendt	308-452-3128		
Gary Porter	660-875-5802		
David Hansen	712-545-4485	Mason Hanson	712-642-2079
Elvin Domann	913-774-7811		
Jeff Parker	937-685-4301		
Rod Ewing	641-876-2444	Justin Ewing	641-876-2525
Jeff Anderson	402-329-4256		
Jim Corey	712-297-7279		

Fill out and return by **January 31<sup>st</sup>**. This is just an opinion and suggestion sheet to help me in my decision. Thanks for your help, Doug.

Use the Hypermax 4.8 Turbo for the next 3 seasons (2008, 2009, 2010).

Check One: For \_\_\_\_\_ Against \_\_\_\_\_

Opinion and Suggestions \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

Put a bore limit of 4.875 in the pro stock class.

Check One: For \_\_\_\_\_ Against \_\_\_\_\_  
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Put a bore limit of 4.875 in the pro stock class. Give Unnatural Disaster 1 or 2 years to comply.

Check One: For \_\_\_\_\_ Against \_\_\_\_\_  
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Put a bore limit of 4.875 in the pro stock class. Give any tractor 1 to 2 years to comply.

Check One: For \_\_\_\_\_ Against \_\_\_\_\_  
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Opinion and Suggestions \_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

How would you pay out the \$5000.

Opinion and Suggestions \_\_\_\_\_  
\_\_\_\_\_

Sign your name here \_\_\_\_\_

YEAR	MINIMUM PURSE	# OF PAYOUTS	HOOKS	AVG. PER HOOK	TOTAL PURSE	CLASS CHAMPION	CLASS RUNNER-UP	OTHER COMPETITORS
1992	\$800	5	4	10.8	\$3,200	Kansas Hooker (1 win) 57 Points	Barnyard Beast (3-wins) 56 Points	15 (15-PS) From 1992 till 1998 all tractors with 1 turbo were considered a PS. Drivers: Roberts, Ummel, Domman, Behrendt, Simonsen, Petsch, Rood, Burt, Felton, Henke, Waller, Horstmeier, Stuckenschneider, Shafer, Ruhnnow, Sapp
1993	\$800	8	4	11.1	\$3,200	Barnyard Beast (3 wins) 59 Points	Kansas Hooker (1-win) 53 Points	16 (16-PS) Rest of Top 8 in points: Thompson Contender, Plow Boy's Toy, Family Fued, Bootlegger III, Renvenuer II, Bankers Pride II. Other tractors: Alley Cat (Petsch), Palmetto Puller (Felton), Hillbilly Binder (Brackett), Massey (Sapp)
1994	\$1,000	8	4	10.9	\$4,000	Hillbilly Binder (1 win) 56 Points	Barnyard Beast (2-wins) 55 Points	18 (18-PS) Doug Roberts elected Vice- President in fall of 1993 and pushes for more purse and hooks for this class. Purse goes from \$800 to \$1500 in 2 years. Other tractors: Red, Hot & Ready Massey (Lear)
1995	\$1,500	8	5	9.8	\$7,500	Revenuer II (1 win) 59 Points	Hillbilly Binder (2-wins) 56 Points	17 (17-PS) Lose the Barnyard Beast to Unlimited Super Stock class. Rest of Top 10: Hurricane Allis (2-wins) ,Wampuscat, Bankers Pride III, Dakota Deere, Family Fued, Second Time Around, The Heat Is On (Jackson), Bullet (Felton & Wester)
1996	\$1,500	8	7	9.1	\$10,500	Hillbilly Binder (3 wins) 82 Points	Hurricane Allis (4-wins) 79 Points	19 (19-PS) 11 limited turbo tractors pulling in class. From 1992 through 1998 there was a total of only 31 hooks for Pro Stocks, so some ran in the Open Class with the Mods & Super Stocks along with the 7,500 & 9,500 Super Stock classes.
1997	\$1,800	8	7	8.2	\$12,600	Hurricane Allis (3 wins) 81 Points	Wampuscat (1-win) 77 Points	20 (20-PS) 10 limited turbo tractors pulling in class. Hillbilly Binder (2-wins) Lose: Bankers Pride III. This is the last year that all tractors with 1 turbo considered a Pro Stock Tractor.
1998	\$1,800	8	6	7.8	\$10,800	Hillbilly Binder (3 wins) 84 Points	Hurricane Allis (2-wins) 79 Points	21 (12-PS) Rest of Top 8 in points: Revenuer II, Wampuscat, War Paint, Gone & Done It, Dakota Deere, Magnum Force. Dakota Deere is the 1st SF champion Doug Roberts elected President and raises purse to \$2000 and adds 16 hooks.
1999	\$2,000	8	22	7.7	\$32,000	Hillbilly Binder (10 wins) 747 Points	War Paint (0-wins) 651 Points	24 (13-PS) Add: Boling Point, Cantankerous, Dreaded Red Lose: Big Boys Toy, Timothy Tractor(Sapp) Rest of Top 10: Wampuscat, Boiling Point, Hurricane Allis Dakota Deere, Pro Fox, Someday, Cantankerous, Revenuer II. Two SF in Top 10.
2000	\$2,000	8	21	7.9	\$42,000	Hillbilly Binder (13 wins) 817 Points	War Paint (0-wins) 757 Points	27 (11-PS) Lose: Thompson Contender, Gone & Done It. 3 SF tractors in the Top 10 (Dakota Deere-6th, Mark 50-7th, Someday-9th). Rest of Top 10: Wampuscat-3rd, Boiling Point-4th, Cantankerous-5th, Dreaded Red-8th, Hurricane Allis-10th.
2001	\$2,000	8	23	8.1	\$46,000	Boiling Point (9 wins) 537 Points	War Paint (5-wins) 457 Points	31 (11-PS) Add: Gang Green (Porter), A Mere Deere Lose: Black Savage, IH 3688 (Schnitker) 3 SF Tractors in Top 10 in points(Dakota Deere-5th, Someday-9th, Rair Breed-10th) Starting in 2001 is 3 years in a row of record growth in the PS class(54%).
2002	\$2,200	10	29	8.8	\$63,800	Farmers Dream (3 wins) 959 Points	Wampuscat (0-wins) 806 Points	28 (15-PS) Add: Farmers Dream (Rookie of the Year), Gopher -3rd, Rampage-8th, Bad-7th. Others in Top 10: Gang Green, Hurricane Allis, Hillbilly Binder, Ace in the Hole. All tractors from this year to present in the Top 10 in points are PS Tractors.
2003	\$2,200	10	31	8.7	\$73,800	Wampuscat (2 wins) 1081 Points	Dirtslingin' Deere (4-wins) 1027 Points	32 (21-PS) Add: Dirtslingin' Deere - 2nd (Rookie of the Year), Pro Fox, Red Dirt Binder, Red Zone, Green Extreme, 7th-Unatural Disaster, Deerly Devoted, Badger Deere, Gang Green(Little) Lose: Hillbilly Binder, Revenuer II, War Paint
2004	\$2,500	10	31	7.2	\$77,500	Dirtslingin' Deere (8 wins) 1077 Points	Ace in the Hole (10 wins) 1041 Points	34 (24-PS) Add: Git er Dun-8th, Just Blowin Smoke, Hillbilly Binder-4th. Purse raised to \$2500 and this year is the highest numbers of PS tractors. Added 10 more hooks for next year. Starting in 2005 is 3 years in a row of less tractors in PS class(46%).
2005	\$2,500	10	41	7	\$109,600	Dirtslingin' Deere (15 wins) 1449 Points	Hillbilly Binder (6 wins) 965 Points	36 (21-PS) Add: Red Strokes, Full Throttle Deere, Screaming Petunia. Lose: Gopher, Hurricane Allis, Farmers Dream, Green Extreme, Cantankerous. With a class avg. of 7 the payout cut to 8 places next year and there will be no class jumping in 2006.
2006	\$2,500	8	43	6.3	\$118,000	Dirtslingin' Deere (13 wins) 1532 Points	Ace in the Hole (12 wins) 1523 Points	21 (16-PS) Add: Geared Green-3rd, Smokin Eagle, Farmers Dream, Hurricane Allis Lose: Screaming Petunia, Pro Fox, Dreaded Red, Red Strokes, Bowling Point Red Dirt Binder, Just Blowin Smoke, Deerly Devoted, Full Throttle Deere
2007	\$3,000	10	33	6.2	\$102,000	Dirtslingin' Deere (11 wins) 1132 Points	Geared Green (2 wins) 1107 Points	15(13-PS) With the continued decline in vehicles I raised the purse to \$3000 and cut back on 8 hooks. Add:Out for Justice, Deerly Devoted (10 hooks total) Lose: Farmers Dream, Ace in the Hole, Git er Dun, Gang Green(Little), A Mere Deere (51 hooks total)
2008	\$5,000	12	25	?	\$125,000	?	?	The Pro Stock class has the lowest number of tractors since 2001. With a 10 place payout a Pro Stock competitor was guaranteed a check at ever pull except Iowa State Fair which had 12 vehicles. Next year will be the lowest number of hooks since 2001.

# OTTPA PS COMPETITOR HISTORY SINCE 1992

The first OTTPA Pro Stock Tractor hook was in Tulsa, OK in October of 1991. It was won by the John Deere 4320 Barnyard Beast. That was the only hook that year and was not a points pull.

There are 3 current competitors that were OTTPA members in 1992 when the class was first offered as a points class. Elvin Domann with the AC D21 Kansas Hooker, Jeff Ummel with the John Deere 4560 Barnyard Beast, and Ricky Behrendt with the IH 1066 Wampuscat. Jim Brackett hooked with the Outlaws one time in Pioneer Arena at the Missouri State Fair with a IH 1466 tractor called Impressive. Jerry Ruhnow with the Ace in the Hole and Jeff Sapp with a Massey Ferguson tractor also hooked at the Missouri State Fair but also were not OTTPA members. The only tractor that has took points all 16 years with OTTPA is the Wampuscat. In 1995 Fred and Kyle Petsch campaigned the Wampuscat for Ricky.

There are 7 competitors that have played a big role in the OTTPA Pro Stock class. Jim Brackett, Dave Yarick, Jerry Ruhnow, Elvin Domann, Bryan Bowles, Rick Behrendt and Jeff Ummel.

The most championships: Jim Brackett – 5 (1994, 1996, 1998, 1999, 2000) 30 wins  
Dave Yarick – 4 (2004, 2005, 2006, 2007) 47 wins  
Elvin Domann – 2 (1992, 1997) 4 wins  
Bryan Bowles – 1 (2001) 9 wins  
Ricky Behrendt – 1(2003) 2 wins

The most wins: Jim Brackett – 65 (14 years)  
Dave Yarick - 52 (6 years) 51- Dirtslingn Deere, 1- War Paint  
Jerry Ruhnow – 48 (12 years)  
Elvin Domann – 38 (14 years) 3-Kansas Hooker, 35- Hurricane Allis  
Bryan Bowles – 27 (7 years)  
Ricky Behrendt – 16 (15 years)  
Jeff Ummel – 12 (13 years) 4- Barnyard Beast, 6- War Paint, 2- Bad  
(4010)

The most points: Dave Yarick – 6357 (6217 in last 5 years)  
Rick Behrendt – 6214 (3721 in last 5 years)  
Jim Brackett – 5733 (3485 in last 5 years)  
Jeff Ummel – 5169 (3207 in last 5 years)  
Jerry Ruhnow – 4718 (3791 in the last 5 years)  
Bryan Bowles – 3493 (1296 in the last 5 years)  
Elvin Domann – 3024 (847 in the last 5 years)

## Results from OTTPA competitors votes on the intercooler

### OTTPA PRO STOCK TRACTOR CLASS

This class of tractors looks to have one of the fastest growing number of participants. There are already 4 new tractors built and that many more new tractors from other associations that have joined OTTPA for 2003. I have heard that possibly 3 or 4 2002 OTTPA competitors in the super farm tractor division have switched to pro stock. With all this going on we need to address the engine intercooler situation. The super farm competitors voted “no intercoolers” in their class at the annual meeting this fall. As far as other associations go, after OTTPA did that NTPA followed with the same rule yet allowed intercoolers in pro stock and super stock classes. Like always ATPA did the opposite of NTPA and allowed intercoolers in the super farm class but no intercoolers in the pro stock class. I am not sure of their rule in the super stock class.

Some of the pros and cons that come to my mind are:

Intercoolers make more horsepower and cool the engine. The pro stock class is already out of control as far as cost goes but I’ve heard to build an intercooler yourself is about \$2000 to \$2500 and have also heard reports of some for sale for \$3500 to \$4500.

Controversy about weighing in at the scales and ice and/or water being added later. Because the larger the size of the intercooler, the more efficient it is, it may eliminate small sheet metal tractors such as JD 10, 20, 30, 40, 50 series, IH 56, 66, 86 series, Allis D21, etc. To be competitive, pullers would switch to larger sheet metal tractors such as JD 8000 series, IH/Case Magnum, Agco-Allis, White, etc. or put an intercooler outside of the small sheet metal tractors up front.

One rule that NTPA has stressed over the years that I agree with is the criteria of stock appearance in tractor classes. I would hate to see a 4010 JD pull out on the track with an intercooler box on the front of the tractor about as big as the hood. Should we make a rule on the maximum size allowed for an intercooler? If intercoolers are allowed outside the sheet metal and you have something with that kind of air volume and boost (100#), should it need to be shielded? Without shielding and an intercooler fails and explodes, you could have ice, water, hoses, clamps, pipes and pieces flying into the crowd or injuring flagmen. For these reasons we need to address this issue since the class is growing very fast. As in the past, OTTPA does not grandfather any vehicles out of compliance with rule changes. Currently I am only aware of 1 or 2 using intercoolers.

**OTTPA 2002 or 2003 pro stock competitors are eligible to vote and must be postmarked and signed by April 20<sup>th</sup>.**

18      Do not allow intercoolers in the pro stock class

As a result of these votes no intercoolers will be allowed in OTTPA Pro Stock Tractor classes as a 2/3 majority voted against intercooler.